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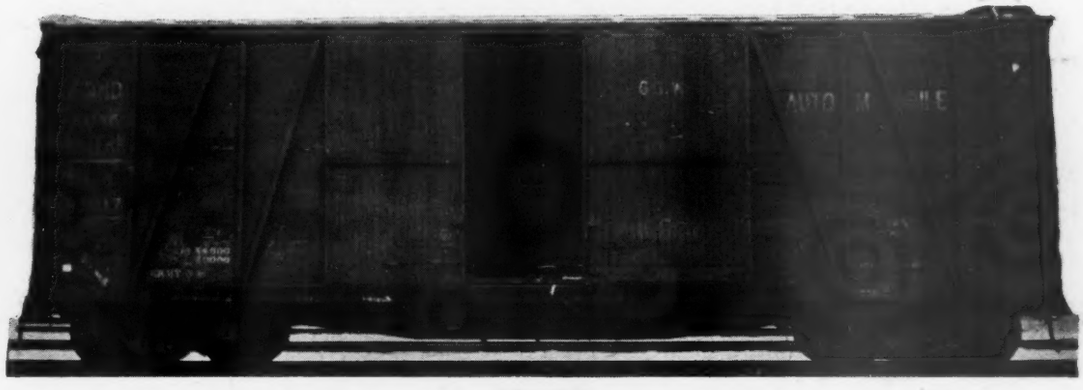

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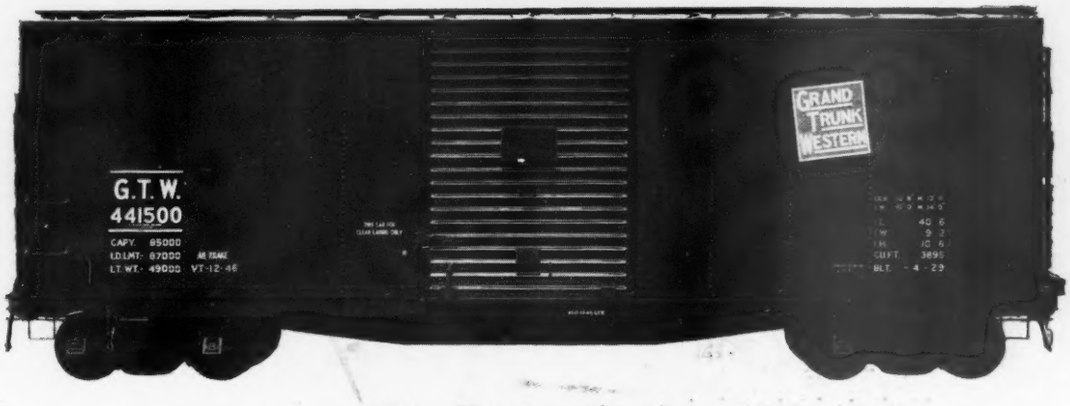

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RAILWAY AGE

Leadership in the Railroad Industry

By the time these lines appear in print, unless usually reliable sources of information have erred, there should be a new president of the Association of American Railroads, to succeed the venerable R. V. Fletcher, whose ability and devotion have won him the esteem and affection of the entire industry. The new president assumes a difficult and important post, at a critical time for the industry and the country. He will have the fervent good wishes of everybody in and associated with the railroads—which will not be an entirely altruistic feeling, since upon his success will also largely depend that of most of his well-wishers.

The new chief executive comes into office at a time when the need and opportunities for leadership, not only in the A. A. R. but in every branch of the railroad industry, were never greater. Americans generally seem only dimly aware of the reality and imminence of the threat from militant and total socialism to their prosperity, their freedom, and their lives. If awakened to the danger, they could quickly terminate it. Free people are inherently more effective than those enslaved to the state, who act only as they are ordered. But the free people will not, and indeed cannot, act as they should until they know and fully realize the facts. The discernment and dissemination of such facts is the duty of those in positions of leadership.

On the Front Line of Defense

Defense has two aspects—against a frontal attack and against infiltration, i.e., the expansion of socialism within the country. The first is a military assignment; the second is the responsibility of every citizen. Specifically, in the railroad business, it means above all else combatting the conditions which have reduced earnings below the level required to assure a large and continuing inflow of private investment capital. When the railroads earn only 3 per cent on their investment less depreciation, with freight traffic at capacity volume and passenger traffic still about 100 per cent above pre-war, the threat to continuance of private capitalism in this business—and, ultimately, in all other business—is as genuine and as serious as if 50 Communists were to be elected to Congress.

Since the railroads are the part of the economy most exposed to the forces of socialization—it follows that, if they can be held for free enterprise, it is a pretty sure thing that private capitalism will not give way anywhere in the country. If the domestic economy can be kept free, then America will continue to be the "arsenal of democracy" and not its graveyard. Thus, leadership on the railroads with the imagination to perceive these things, and the courage and persistence to expound them until they are generally understood, may well be the keystone of the arch in an impregnable edifice of self-reliant enterprise, which will thwart and, ultimately, destroy the Satanic forces of total socialism. Such is the historic role which the leadership of the railroad industry is privileged, but not forced, to assume.

A Political Question

Such reflections, expressed necessarily in rather heroic words, carry no suggestion that railroad men should march off on a crusade in behalf of quixotic abstract principles, to the neglect of the job they were specifically hired to do, namely, to protect the investment committed to their charge and to produce net earnings. Instead, restoration of the industry to economic strength is what is required alike in the interest of investors, of employees, of patrons, of the nation, and of Western civilization itself. Patriotic duty and long-run self-interest coincide, as is usual.

The task is political—in the broad rather than the narrow meaning of the term. The conditions, that is, which have reduced net earnings to an insignificant trickle do not lie in the fields of technology or operating methods—both of which have progressively and rapidly improved. They lie, instead, in politics, which is pumping away railroad resources more rapidly than the most brilliant engineering or managerial genius could possibly aspire to add to them.

For these adverse political conditions—a short-sighted rate and regulatory policy, with coercive political exactions from the railroads and in favor of government-owned transportation facilities—only a political remedy is possible.

Nothing of any magnitude can be accomplished in politics without the support of an informed and determined popular opinion. Retail "lobbying" on a basis of personal acquaintance is useful with issues where large numbers of voters are uninterested, which is seldom true with political questions likely to have any considerable influence upon railroad net earnings. "Lob-

bying," in the usual meaning of the word, is largely superfluous when great masses of voters are adequately informed on an issue in terms of their own interests, patriotic as well as selfish.

The public could not be expected to display much enthusiasm against political handicaps to reasonable railroad earnings, *per se,* even if it knew of the existence of them, but it would quickly respond if its own interest in the situation were made clear. Political action, in the sense that the term is used here, means the collection and effective dissemination of information of this last-named kind. The actual job of collecting, analyzing, selecting, interpreting, and disseminating economic information about the railroads in terms of the public's own interests is a job for specialized technicians. But men competent for such tasks cannot be supervised and supported to assure most effective results, unless top leadership in the industry has a thorough understanding, at least, of the broad principles which govern such activity; and unless the leaders fully perceive what enormous possibilities for good lie in this work, if large minds are given full play at it.

Enough Work for All

This is an industry-wide and a nation-wide situation, and it cannot be dealt with successfully if only isolated individual companies tackle it—although no program could be a success, either, which did not contemplate each company's doing its proportionate share, and looking after conditions in its own territory. As a practical matter, an adequate program of public information must have its source in a continuing flow of significant information about the transportation situation to the railroads themselves. One of the most helpful efforts in this direction has been the work of the A. A. R.'s Railroad Committee for the Study of Transportation—although comparatively little popular use has so far been made of the wealth of information it has assembled. This committee, unfortunately, is scheduled to go out of existence within a few months.

Some of the task of public education, doubtless, if the situation were carefully and comprehensively analyzed, would be found to fall naturally to the regional railroad associations, some would fit best in the program of the Association of American Railroads, and some of it would be retained by the individual companies. At least a part of the program should, it might be hoped, be paralleled by the work of such independent organizations as the Federation for Railway Progress and the Transportation Association of America. Why, so far, the railroads have assigned important parts of this kind of effort only temporarily, first to this committee and then to that, is a little difficult to understand. The problem is not temporary and non-recurring. Instead, it will be around just as long as the railroads remain in private ownership.

The duties and opportunities for militant leadership in the railroad industry embrace, it is true, a larger variety of endeavor than that concerned with these "political" problems alone—but no other aspect of the duties of leadership is more important. And if these political problems are not dealt with effectively, it will not make much difference how successfully other kinds of railroad problems are solved.

International Railroading

At the beginning of World War II, there were in existence only two international bodies designed to deal with railroad questions everywhere in the world. One, the Transit Organization of the League of Nations, should have exercised a world-wide influence, but actually confined its attention to Continental European matters, and to limited special questions at that. Being outside the League, the United States did not participate in this organization. The second body—the International Railway Congress Association—was a deliberative body, occupied in investigation and periodical discussion. American railroaders at one time took as active a part as the representatives of any other country in the affairs of this organization—the 1905 plenary congress of the association was held in Washington, D. C., and was directed by American railroad men. For various reasons, however, American interest waned. The last congress held before the war—in Paris in 1937—was attended, as far as can be ascertained, by only one official American representative. All other reports and discussions of American practice—in which the association has always shown great interest—were presented by British railroad officers.

The post-war period brings to the forum the question whether American railroad men ought to strengthen their relations with their fellows in other countries by participating in formal international organizations. The League unit is, presumably, dead. But the newer United Nations organization maintains an Economic and Social Council which has the power to deal with international railroad questions on a broad scale. Since (aside from the Canadian, Mexican and Cuban railroads, with which they already maintain satisfactory working relationships) the railroads of this country do not maintain physical or traffic connections with the railroads of other countries, they have no interest in inter-government relations on such matters as frontier stations, currency collections, through fares and rates and port rivalries, with which the U. N. body may well deal in the future. But it is clear that if the Economic and Social Council is to carry out its assigned mission of creating "conditions of stability and well-being" and "higher standards of living . . . and conditions of economic and social progress and development" (Article 55, Charter of the United Nations), facilitation of the exchange of information between countries regarding desirable advances in the art of railroading should constitute one of its concerns. Such a program could prove of great service to our own railroads, if a professional—and not a political—attitude is maintained and its scope is not allowed to shrink to a narrow concern with the thorny railroad problems of Europe alone.

The revival of the International Railway Congress Association is marked by serious plans for a full congress in Switzerland some time this year and by the resumption of publication of the monthly bulletin of the association in English and French (before World War II there was also a German edition), each issue of which contains a large amount of material on American railroads. It is to be hoped that the association will overcome any tendency to concern itself too much

with strictly European matters and that its present French and Belgian top officers will take the world for their sphere. If this is accomplished, the association deserves the full support of American railroaders.

The United States Army—chiefly through civilian specialists recruited from American transportation companies—is directing the affairs of over 8,000 mi. (route) of railroads in the U. S. Zone of Germany, about 1,500 mi. in Austria, and over 11,000 mi. of the Imperial Government Railways of Japan. These networks equal in route mileage, and surpass in trackage, the railroad plants in Minnesota, Maryland and Illinois, respectively.

In Europe these away-from-home railroad officers are playing important roles in international negotiations regarding railroads, especially as channeled through the European Central Inland Transport Organization, established in September, 1945, to restore the crippled railroad network of Europe through intergovernment and inter-management agreement. They are finding that we have much to learn from other countries, and that the latter admire—and are eager to learn about—American railroad practice.

An Offer of Aid in War Against Tie Wear

Cooperative research by the railroads and the manufacturers of railway products is a time-tested method of getting desirable results. A splendid example of such cooperation was that which resulted in the discovery of the basic cause (shatter cracks) of transverse fissures in rails, leading to the adoption of a procedure that has brought these fissures under control as a factor in rail failures.

A somewhat similar approach has now been proposed to the problem of finding ways to protect crossties from that arch enemy of longer tie life—mechanical damage. Every track-maintenance man knows that treated timber crossties would have a service life of upward of 25 years if a way could be found to prevent such mechanical damage as the cutting and abrasion of the wood fibers in the vicinity of the tie plates. It is probable that the railroads have as much to gain from a solution of this problem as from any other single development in the track-maintenance field.

The proposal for the cooperative study of the mechanical-damage problem has been made by the National Lumber Manufacturers' Association. The suggestion is that a joint project committee made up of representatives of the railroads and the lumber industry be appointed to carry out the program; that the estimated cost of $40,500 annually be shared equally by the railroads and the lumber manufacturers; and that much of the research work, particularly during the early stages of the study, be done in the laboratory of the Timber Engineering Company, an affiliate of the N. L. M. A.

Indeed, a small amount of preliminary research on the problem has already been carried out by the Timber Engineering Company. In one series of tests a number of tie sections were treated with phenol-formaldehyde and other wood-hardening chemicals in the neighborhood of the tie-plate-bearing areas. In another, numerous holes were bored into the ties in the tie-plate areas, and chemically-hardened wood plugs were inserted in them.

Tests made on these specimens show increases in compressive strength ranging from 14 to 148 per cent. Not only would such further tests as these be made, but the plan contemplates an investigation of existing and new types of metal-to-wood connectors, in an effort to find the most effective and economical method of fastening tie plates to the ties.

The great benefits to be gained through discovery of a solution to the problem of crosstie wear are obvious. Very little progress has been made in this direction so far. The proposal of the lumber manufacturers plainly merits careful study.

Who Suffers Most from Car Shortages?

Many people in and around the railroads look upon a car shortage as something akin to an epidemic of the measles—a situation which develops in times of good business and keeps the industry from making the most of its opportunity. To the shipper a car shortage is less a matter of regional or nation-wide concern than one about which, as far as he is concerned, something must be done—today, next week and next month.

Much has been said in these pages about total car supply, of a given type, for the country as a whole. For instance, as to box cars, the total number, the installations, the retirements, and the deliveries of new cars have been examined. And the heavy repair programs of the railroads have been looked into as a potential source of additional cars. But there is another way of looking at the problem, namely, that of the needs of the individual shipper and what he might do to help himself secure more cars.

The shortage revolves around steel and the allocation of that product to the using industries. An officer of a large manufacturing concern has been making a study of the car situation both present and prospective. He has been studying the volume of future production by his concern in the light of its inability to get sufficient cars to ship out volume of products now being manufactured. Production in excess of shipping capacity is running up, out of normal proportion, the amount of capital tied up in inventories, and is imposing problems of warehousing capacity. If the car situation does not improve, or show signs of being about to improve, this manufacturer may have to shut down production until some of these products can be moved. And yet, this manufacturer is using from 50 to 75 per cent more steel than he did before the war. Too much steel, that is, has been going into his products, and not enough into cars to move these products to consumers.

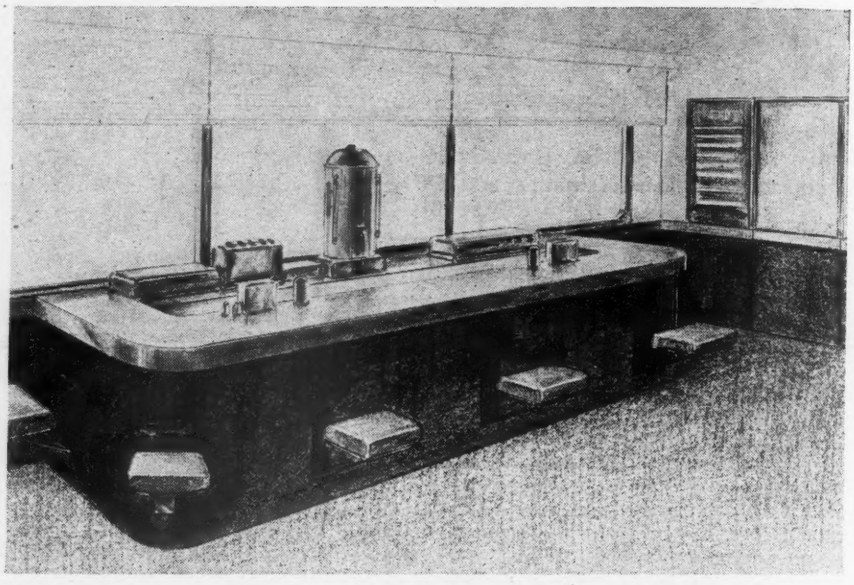
Maybe some manufacturers who want more cars could get them by offering to relinquish to railroad uses some of the steel they are now getting—steel that won't do them any good anyhow unless there are cars to move it in.

Some Suggestions

*By BENJAMIN L. WEBSTER**

IN all of the publicity emanating from many sources regarding post-war de luxe railroad passenger equipment, it is apparent that most of this equipment will be used on fast, medium-distance and long-distance trains, and that not much thought has been given to local runs and particularly to equipment which will cater to the comfort and convenience of the daily commuter in and out of our large cities. Of course, there are some situations where the traffic load is such that crowding is bound to approximate conditions on the New York subway system. This, reduced to its lowest point, would allow about 25 cubic feet per passenger, a condition which approximates the method of stowing cargo in the earlier days of the African slave trade.

There is no question that with the development of better parking facilities in the cities, plans for which are now on drawing boards all over the country, and with the development of more comfortable air-conditioned suburban buses, which are also on the designers' drafting tables at the present time, a point will be reached where the speed and economy of railroad travel will be more than offset by the convenience and comfort of competitive transportation. Looking a little further ahead than just the next two or three years, it is quite conceivable that the commuter will demand, and will be able to pay for, better accommodations, particularly for those runs which exceed 30 or 40 minutes, and in contemplating the design of future commuter-train equipment serious consideration should be given to the comfort of the passengers who are going to use it.



Breakfast or cocktail-bar compartment for commuter coach is intended for serving breakfast on the way into the city and liquid refreshments on the journey home. The folding seats are spring operated and when not in use fit into recesses in the face of the counter. Bright, harmonious colors and indirect lighting, together with stainless-steel equipment, create a bright, clean, and gay atmosphere which will do much to make the commuter's trip seem shorter

Three-Section Car Proposed

Before designing these coaches certain major premises were determined which seemed to apply to the conditions; they have been kept in mind throughout.

One of the greatest problems of railroads is that the mechanical portion of their equipment has a useful life of 20 to 25 years, whereas the interior fittings and furnishings and the arrangements are subject to changes in taste, public preference, and operating needs which have a very much shorter cycle—possibly six to seven years. Another feature of commuter trains is that the vestibule entrances are narrow and are bottlenecks prolonging station stops and lengthening the schedule of a run.

With these things in mind, a car is suggested which is divided into three equal-sized compartments with adequate access doors between them. These compartments are uniform in size and will lend themselves to many different seating arrangements and decorative treatments without changing the exterior shell of the car. The access doors are generous, doubling the present provision for access to cars and presumably halving the time of stops.

There is one compartment arrangement which is similar to present coach seating, and if the car were completely equipped this way in all three compartments, the capacity of the coach would be approximately 94 persons. This would be close seating. Another seating arrangement with lounges instead of seats, if used throughout the car in all three compartments, would have a seating capacity for approximately 84 people in comfort, and probably twelve more could be squeezed in during rush hours.

Provision is also made for the inveterate card players, who seem to be a fixture on all commuter lines, with a club-like smoker compartment set up with card tables. One of these compartments accommodating four games of cards will have a total seating capacity of 26. If all three compartments were equipped with this seating arrangement, the total capacity of the car would be approximately 74 passengers.

There is also suggested an arrangement of booths with tables which might appeal to certain travelers who wish to work on their way to and from the suburbs. One of these compartments could also be equipped as a breakfast bar, a feature which was very popular on several trains prior to the war and could be a source of additional revenue, as well as an attraction which would draw people to railroad commuting

*Member, Society of Industrial Designers.

for New Commuter Equipment

The views and recommendations of an industrial designer on ways to improve railroad commutation service through greater comfort, additional conveniences and reduced running time

rather than other means which are more confining. The stools of this bar fold up into the face of the counter so that if a large crowd is in that compartment the stools can be left folded up out of the way.

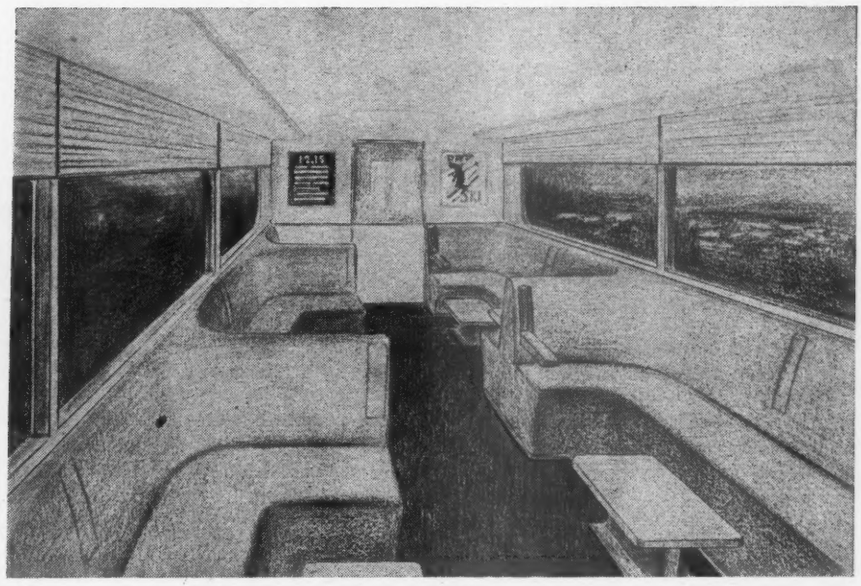
Further study could develop many additional variations of seating which would add to the general atmosphere of casual travel which is the objective of these designs. The first few pieces of equipment of this design could be tried out for public acceptance with many different arrangements of seating, and the public reaction could be studied with a view to satisfying the preferences of the public in the design of future equipment.

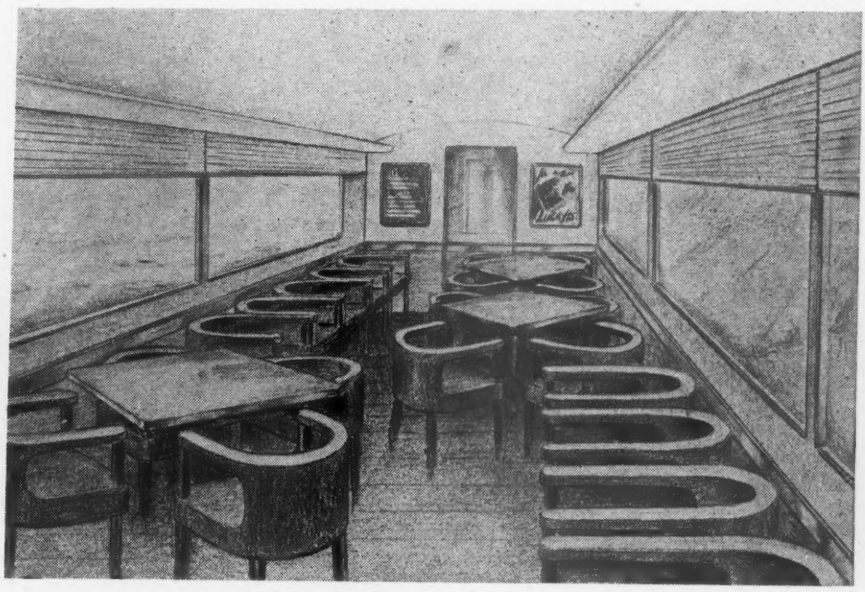
Decorative Schemes

In the exterior decoration of these cars, the color scheme has been based on the colors of the country, using red wheels, green cars with a brown band for the windows taken from the colors of flowers, foliage and the earth—the elements of the scenery which presumably cause people to commute—and establishes the atmosphere to which they are returning as soon as they board the train. Wide-view windows are used and interiors are handled in pleasant, light, restful colors with indirect illumination.

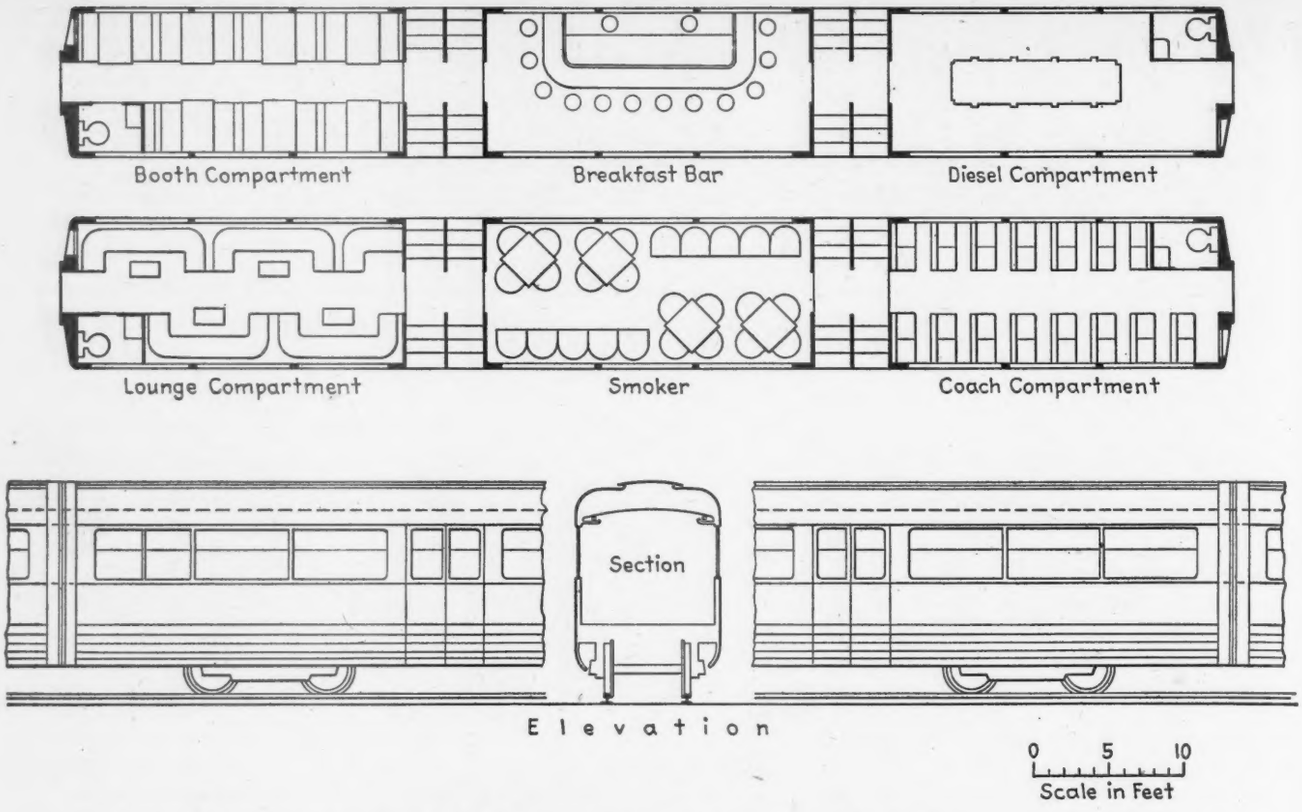
Advertising matter, in the form of changing displays, has all been concentrated in panels at the ends of each compartment. A schedule of station stops with a clock is placed at one end of each compartment to obviate the necessity for the rather incomprehensible station announcements which are now customary. Of course, such cars would have to be air-conditioned to meet the competition of other means of transportation, which undoubtedly will be air-conditioned within the next few years.

The purpose of suggesting this approach to the design of commuter equipment is to call attention of the railroads to the growing resentment which is





Above—Lounge seating arrangement for a commuter coach with banquettes which are comfortably upholstered in foam rubber and have pull-down arms for use when the train is not filled. Below—Smoking compartment for commuter coach to cater to the card players who are found on almost all commuting runs. An effort has been made to create a casual, club-like atmosphere with wide-view windows, comfortable arm chairs, and indirect lighting



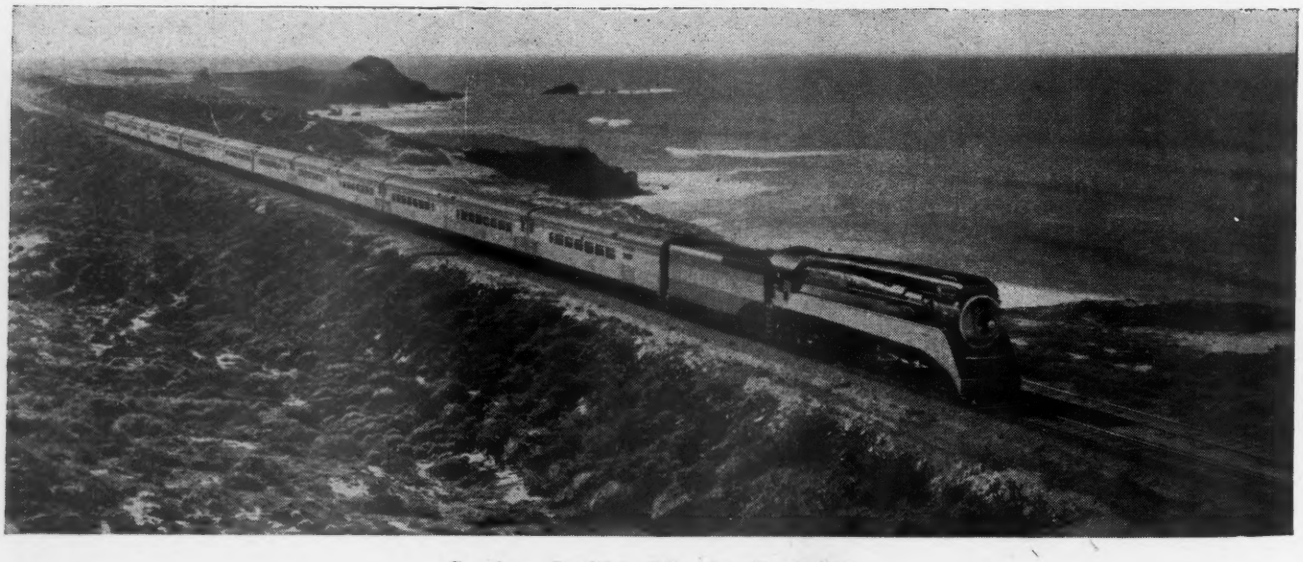
Five possible seating arrangements in the proposed commuter coach. Special features of this car are its large access doors placed towards the center of the car, producing its division into three equal compartments

manifest around several big cities at the treatment which commuters are receiving from the railroads. The use of equipment similar to that described here should go a long way towards regaining the good will of those indivduals who are dependent upon railroads for their transportation to and from their daily work. These suggestions are, of course, of a very broad nature and would require considerable detailed working out in their practical development, but sufficient analysis of railroad operating problems was made before these sketches were prepared to assure that no serious obstacles are in the way of manufacturing and operating modern commuter passenger cars of the type suggested here.

It will be noted also, in looking over the accompanying diagram, that one compartment at the end of a car could house a Diesel electric traction power plant which would make this equipment available for regaining much of the traffic which has been lost on short-haul branch lines, and this could be done without major changes in the exterior shell of the car itself.

A firm opinion is held by many people both in and out of the railroad business that railroading, if properly planned with equipment designed to supply comfort, convenience, and a pleasant atmosphere to the traveling public, could see a renaissance in the popularity and volume of passenger traffic, which was undreamed of as short a time as ten years ago.

* * *



Southern Pacific's "Morning Daylight"

What Shippers Think of "Agreed" Rates

Canadian traffic managers are not of one mind on the question—Opponents fear their use as "club" on rails' rivals

By G. LLOYD WILSON

Professor of Transportation and Public Utilities, University of Pennsylvania

THERE is a wide difference of opinion among traffic men regarding the usefulness of so-called "agreed" rates to carriers and shippers.[1] The question is well stated by one prominent industrial traffic manager of Canada to be "involved and contentious." In an attempt to sample opinion on the subject, the writer interviewed traffic officers of railways, industrial traffic managers, a prominent professor of transportation economics, and government transportation officials in Canada. The views of all of these men are expressions of personal opinion and, since some of them did not wish to be quoted, their identities, excepting those of the university professor and Canadian government official, are not revealed. They are not necessarily representative of the views of traffic men generally nor are the views of the industrial traffic men expressions of the positions of their companies or associations.

The sample is not sufficiently large to serve as a true cross-section of opinion, but it is believed that the persons selected represent the views of those who favor and of those who oppose agreed charges in varying degrees and for various reasons. Both the views of those who favored and of those who opposed agreed charges were sought so that their diverse opinions may serve to indicate the advantages and disadvantages of this system of rate making.

A Scholar's Appraisal

The general traffic manager of a large Canadian industry which has an agreed charge arrangement believes that this system of charges enables an industry to obtain the advantages of year-round operation at charges comparable with average costs of water and rail transportation, all advantages and disadvantages of plant operation under rail and water operation considered.

Professor W. T. Jackman, emeritus professor of transportation of the University of Toronto, a keen student of transportation affairs, has had the advantage of viewing the controversial subject of agreed charges from a disinterested point of view. He says:

"I have found many of Canada's most competent traffic managers almost ready to fight with others of equal competence concerning this system of rate making. . . . It was natural that the shippers and farmers of the Prairie provinces should be in favor of a system that would give them definite rates so that they would not need to be taking their complaints, as formerly, for adjustment by the Board of Transport Commissioners. For many years these western interests were complaining against the 'unduly high' rates charged by the railways. Now, when they have in effect the system of agreed rates . . . on coal, salt, lumber, timber, eggs and other commodities, they feel that they are going to be protected according to the British system of justice. These commodities do not change their character very much from one time to another. . . . Shippers may secure from the railway an agreed rate for each of these products, irrespective of the amount of their shipment, so long as the shipper is willing to agree to send all (or an agreed part) of his traffic by this railway. But he could not claim the agreed rate if he shipped most of his product by vessel or highway carrier during the summer and autumn season and then wanted the agreed rate for the winter.

"Personally, I can see very little advantage to the shipper. If he has a large amount of traffic to be moved, he would always find the railways ready to give him a commodity rate which would be entirely satisfactory. The Board of Transport Commissioners would be ready to attend to this. Since the board has the power to regulate the agreed rate as well as the competitive commodity rate, I cannot see any good reason for having the two systems. It may be for the satisfaction of the railway in being able to count upon receiving all or a specific percentage of the shipper's traffic. Then, there are some shippers whose product is changing frequently, especially those who ship manufactured products which are constantly changing their character and value. To these shippers agreed charges would be almost useless.

"I consider that the agreed charges are being operated on the experimental basis and that our time-honored system of rate making will still be in effect for the large percentage of our traffic. On the agreed charge basis competition is eliminated to a great extent; and I cannot conceive of shippers being ready to turn aside from the benefits of competition, especially in a country like Canada with vast extent, with two transcontinental railways, with inland water transportation, and with extensive provincial highway systems."

Peculiar to Railroads

A. S. Kirk, assistant director, division of traffic, Board of Transportation Commissioners for Canada, Ottawa, states his personal view that the agreed charge provision of the Canadian Transport Act, 1938, is "a weapon in the competitive armament of the railway carriers." He points out that only railways have used agreed charges and no other carrier has filed an agreed charges agreement. "The usefulness of an agreed charge lies chiefly in the carrier's ability to offer competition only where it is possible to secure adequate assurance that it will receive the traffic for which a competitive rate is provided. Under ordinary tariff procedure . . . the carriers may institute competitive rates, but they are open to all persons who may desire to avail themselves of such tolls. Under agreed charges the carrier may make a rate for 'one shipper' without having to do so 'for another.' The latter person's rights are protected by being able to apply to the Board of Transport Commissioners to have a similar charge fixed for him.

"It seems quite evident, and particularly so in Canada, that where regulated and unregulated transport compete with each other, the regulated carrier is at a disadvantage, and therefore the principle of the agreed charges provision is definitely a letdown in the equality provisions of the Railway Act.

"Climatic conditions in Canada place railways in a more advantageous position in dealing with competition. Generally speaking, the railway is practically sure of receiving a large volume of traffic in the winter season and equally sure of losing it to some extent in the summer," due to the opening of the season of Great Lakes and inland waterway navigation. "Most of the agreed charges which have been filed bridge these seasons and thereby enable the railway to

[1] For the preceding article in this series on volume and agreed rates, see *Railway Age*, of November 2, 1946, pages 729-731.

offer competition under terms reasonably favorable to the railway and to the shipper. . . . While the machinery to put them in effect is somewhat cumbersome," agreed charges "have resulted in a return of some traffic to the railways which it was not possible to effect under ordinary tariff procedure.

"In Canada highway transport is provincially controlled and the provinces cover, generally speaking, large areas; the bulk of Canadian road transport is intraprovincial. In the United States, the states generally are smaller in area than the Canadian provinces and . . . the preponderance of traffic is interstate. Consequently," in Canada "provincial jurisdiction is broader in scope than state control . . ." in the United States.

The Position of the C. I. T. L.

The Canadian Industrial Traffic League, in concert with the Canadian Manufacturers Association, the National Canners Association, the Canadian Automotive Transportation Association, and several boards of trade, appeared in opposition to the agreed charges provisions of the Transport Bill when it was presented in the Canadian Parliament in March, 1938.

The Canadian Industrial Traffic League's opposition was based upon its conviction that the Railway Act gave the railways adequate authority and afforded sufficient flexibility to accomplish all that is necessary in establishing competitive freight rates by the use of the competitive and special rate clauses of the act. The league based its position in opposition to the "agreed charges" clause of the bill on the following allegations:

1. It is essentially discriminatory;
2. It provides the medium whereby the inherent advantages of the various forms of transportation may be set aside in favor of one particular form;
3. It places the small shipper at a disadvantage with the large shipper;
4. It enables the railroad systems to annihilate all other forms of transportation, regulated or otherwise;
5. It arbitrarily disrupts and disturbs the present rate making procedure which has stood the test of time for thirty-four years;
6. It means an unnecessary return to private deals, all of which are harmful in the extreme and disruptive of confidence;
7. It will not aid the railroads out of their financial difficulties but will cause further inroads into the pockets of the tax-paying public.[2]

A former president of the Canadian Industrial Traffic League, and traffic manager of a large manufacturing company, in commenting upon the usefulness of agreed charges states in part, after citing the opposition of the C. I. T. L. to these provisions of the Transport Act, that:

"As to the merits of the agreed charges there are, of course, arguments on both sides, and while the preceding comment is definitely in opposition because that was overwhelmingly the opinion at the time, and I believe still is, yet personally I am inclined to have an open mind on the matter. Practice and experience will ultimately prove whether or not the arrangement is worth while or injurious to others. . . .

"So long as abundant freight is offering, the railway carriers, as is the case at present and is likely to be for some time, there appears to be no disposition on their part to seek an agreed charge arrangement. What would happen if tonnage should fall off seriously at some time in the future is a moot question, but my belief is that there would not be any more enthusiasm exhibited (for agreed charge arrangements) on the part of the rail carriers or shippers than was in evidence prior to the war, which was very slight.

". . . So far as my own company is concerned, we have never sought an agreed charge. . . . To those industries which have entered into such arrangements, no doubt they work to their advantage and perhaps also to the advantage of the railway company. But the fact should be noted that since the inception of the act permitting agreed charges there has not been any enthusiastic seeking of agreed charge arrangements either on the part of the shipper or on the part of the carrier."

A prominent Canadian trade association executive, in an expression of his personal views opposing the use of agreed charges, says:

"The plan embodies a condition which tends to restrict the basic principle found in regulatory legislation whereby shippers are in effect assured of equal treatment under substantially similar circumstances and conditions. . . . It is true the parties are dealing at arm's length and the shippers or carriers entering into the contract or agreement have full knowledge of what is required, and, so far as such shipper or shippers are concerned, it may be said that they are not in any way prejudiced by the agreement. Then, too, there is a provision made that, where other shippers believe that a contract about to be made or one already made unjustly discriminates against them, they have the right to ask for similar treatment, but they would have to show, among other things, that substantially similar circumstances and conditions prevail, and it is my opinion that there are a great many shippers who could not meet this requirement because of the small amount of traffic they ship or because they only produce and ship certain articles while their competitor who has made a contract may ship a great many other articles and in greater quantities. . . . It would seem that the large shipper would have an advantage over the smaller shipper.

"The railway company, on the other hand, would not seek out small shippers. Consequently, taking the large movement of traffic, small shippers, as a rule, would be paying the regular rates under conditions attaching thereto, while large shippers might be prevailed upon to enter into contracts which would give them an advantage which I would consider to be undue having regard to the basic principle of the Railway Act if it were not for the special legislation in the Transport Act, 1938."

He states that he believes that the small number of agreed charge arrangements negotiated since their authorization in 1938 "may be due partly to the fact that a large portion of the period since 1938 has been subject to war conditions and volume of traffic which has kept all transportation carriers fully occupied." In addition, in Canada there has been a ceiling on freight rates which "has had an effect upon carriers making any reductions where increased business might be developed."

A Competitive Device

"The 'agreed charges' legislation was adopted by Parliament avowedly for the purpose of providing the railway companies with a method whereby they could, by a definite and binding contract, secure a substantial portion or all of those shippers' traffic who would enter such agreements without violation of the law previously in effect, such action to enable the railway companies to meet the rate making or lack of rate making of unregulated transportation companies, particularly those operating on the highways . . . whose regulation at that time was very meager and is still far from satisfactory, although some improvement has taken place. In Canada, . . . the provinces have the principal jurisdiction in actual practice over highway carriers, while the railway companies are practically all under the jurisdiction of the Dominion authority. . . ."

". . . As I view it, Parliament was seized with the point in passing the Transport Act, 1938, that, where carriers were regulated, the 'agreed charge' plan should be handled with great care, and regulated carriers other than those seeking an agreed charge should not be prejudiced. Consequently, when highway carriers are regulated in somewhat the same manner by the various provinces—one province already having met to my mind this condition—it would

[2] Brief presented to Parliament, Ottawa, March, 1938.

seem to me that the avowed purpose of the agreed charge, with which I was never in sympathy, will have disappeared and Parliament might then be approached to have it cancelled."

Another leading Canadian industrial traffic manager states that all the advantages afforded by agreed charges to a shipper can be attained by the establishment of reasonable competitive commodity rates without the disadvantages of the commitment by the shipper to transport by railway at the agreed charge all or a specified portion of his traffic and of the sacrifice of his ability to use the services of other carriers at attractive rates during the period of the agreement. For example, a shipper who enters into an agreed charge arrangement with the rail carriers and agrees to ship all of the traffic formerly moving by water or combination water-and-rail routes at an agreed rate based upon an average of the combination water-and-rail rates is precluded from shipping via water carrier service during the life of the agreement despite a reduction in the water rates.

Industrial Viewpoint

The shipper, moreover, is apt to have the agreed rate withdrawn by the carriers upon due notice if the competitive condition between the railways and other carriers is altered, and the shipper may be placed in a weak position to bargain for rates with the railways or any other carriers. This industrial traffic manager believes that agreed rates are a weapon in the hands of the railways which can be used to divert traffic from water and highway carriers and to prevent active and effective competition between rail, water and highway carriers upon relatively equal terms, which he believes conduces to the best interests of shippers.

The chief traffic officer of a petroleum company says it is his belief that agreed rates have been a successful means of improving transportation arrangements at charges which are of mutual advantage to shippers and to the railways. The agreed rates on petroleum products were originally based upon a percentage of the fifth-class rates, and the rates between the various refining points and Great Lakes oil terminals and the bulk distribution points were carefully interrelated. Changes in general rate adjustments over a period of years disrupted many of these rate relationships. Meanwhile, the oil refining companies in Canada commenced the operation of fleets of tank motor trucks, and, as highways were improved and motor vehicles and gasoline became more efficient, the radius of operation of the trucks was gradually increased. Tractor and trailer units with a carrying capacity of 2,300 Imperial gallons were operated between the refineries and Lake terminals and the bulk stations throughout Canada. The distribution by tank motor trucks and trailers was used to a greater extent by some oil companies than by others in order to offset rate advantages or to take advantages of lower total costs of distribution by motor truck.

Although distribution by motor truck had a number of advantages to oil companies, including faster deliveries, more flexible delivery schedules, smaller tank storage facilities, lower costs (considering the profit on the gasoline and lubricants used by the vehicles when charged at retail prices), and direct control of vehicles and employees, it had certain disadvantages. These included the difficulties of winter operation in parts of Canada, the period of "half-load operation" during about two months in the spring when soft roads make heavy loading of the trucks impracticable, and the inability of some of the bulk stations to take a full truckload dump of gasoline. Several of the oil companies, therefore, were receptive to the offer made by the railroads of an agreed charge for the transportation of petroleum products by railroad tank car service from the refineries and Great Lakes petroleum terminals to the bulk stations.

In working out the agreed charge the experience of the oil companies in the operation of their trucks for several years was considered and all factors of cost and saving were calculated, including costs of operation in winter and summer, in the "half-load" season, the loss of profits on the gasoline and oil used in the vehicles, tank-car mileage, the expenses of rail siding operation and maintenance, allowances and costs, and other relevant data. The oil companies who entered the arrangement agreed not to operate the large capacity tank vehicles in hauls of more than 25 miles, retaining the right to use these or other trucks for local deliveries within a radius of 25 miles and to use smaller trucks in the long-haul operations where desirable. The average costs of operation of small capacity tank trucks (those of less than 2,000 gal. capacity) is said by this traffic manager to exceed the agreed charge, so that these vehicles are used only under emergency conditions.

He says that in the post-war period improved highways, more efficient motor vehicles, improved gasoline, and twenty-four-hour a day motor vehicle operation will tend to decrease the costs of motor transport of petroleum, which may cause the level of agreed charges to be reconsidered from time to time in order to keep these charges in harmony with motor and railroad transportation costs.

The traffic manager of another oil refining company says that the trucks were getting the profitable hauls, leaving to the railroads the unattractive and unprofitable hauls, prior to the establishment of agreed charges. He believes that railroad agreed charges must be low in order to compete with the trucks because, ultimately, all deliveries must be made by motor trucks; so that the rates at which the railroads must compete are comparable to the costs of operating the trucks the additional distance, and the cost of transfer of the oil from railroad tank cars to tank trucks must be considered in making agreed charges.

Some Advantages to Industries

In summary, it may be stated that traffic managers who approve agreed charges in principle base their preference for this plan of rate-making upon the following considerations:

1. Agreed rates assure shippers of all-year transportation service at rates comparable to all-water or rail-and-water rates available only during the open season of navigation.

2. They give shippers the advantage of rail rates comparable with motor truck rates without the disadvantage of a season in which full loads cannot be shipped by highway.

3. They are assured of rail rates approximately equivalent to motor truck or all-water or rail-and-water costs, all costs and savings considered.

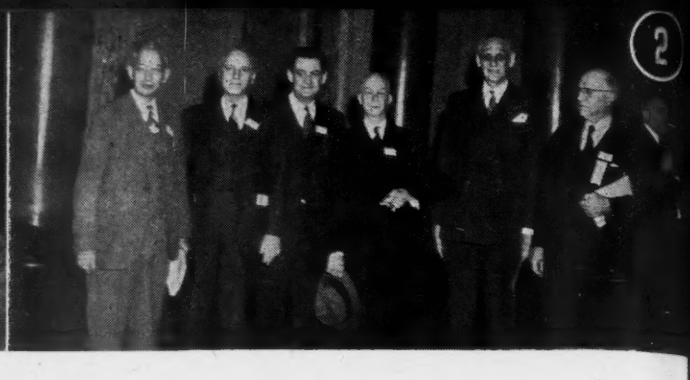
4. Shippers whose shipments are transported under substantially similar circumstances and conditions are assured of agreed charges equal to those afforded their similarly situated competitors.

5. Shippers may apply to the Board of Transport Commissioners for agreed rates comparable to those of their similarly situated competitors or for protection against unduly prejudicial agreed charges.

6. All-rail service at agreed charges on a fairly competitive basis with water transport charges or highway transport costs enables industries to maintain all-year production and distribution schedules which could be operated without agreed charges only during the seasons of water navigation or of unobstructed highway transportation, or on a year-around basis only by paying higher all-rail rates during the closed water navigation season or "half-load" truck operating season and using the lower rated water or highway transport services when these services are available.

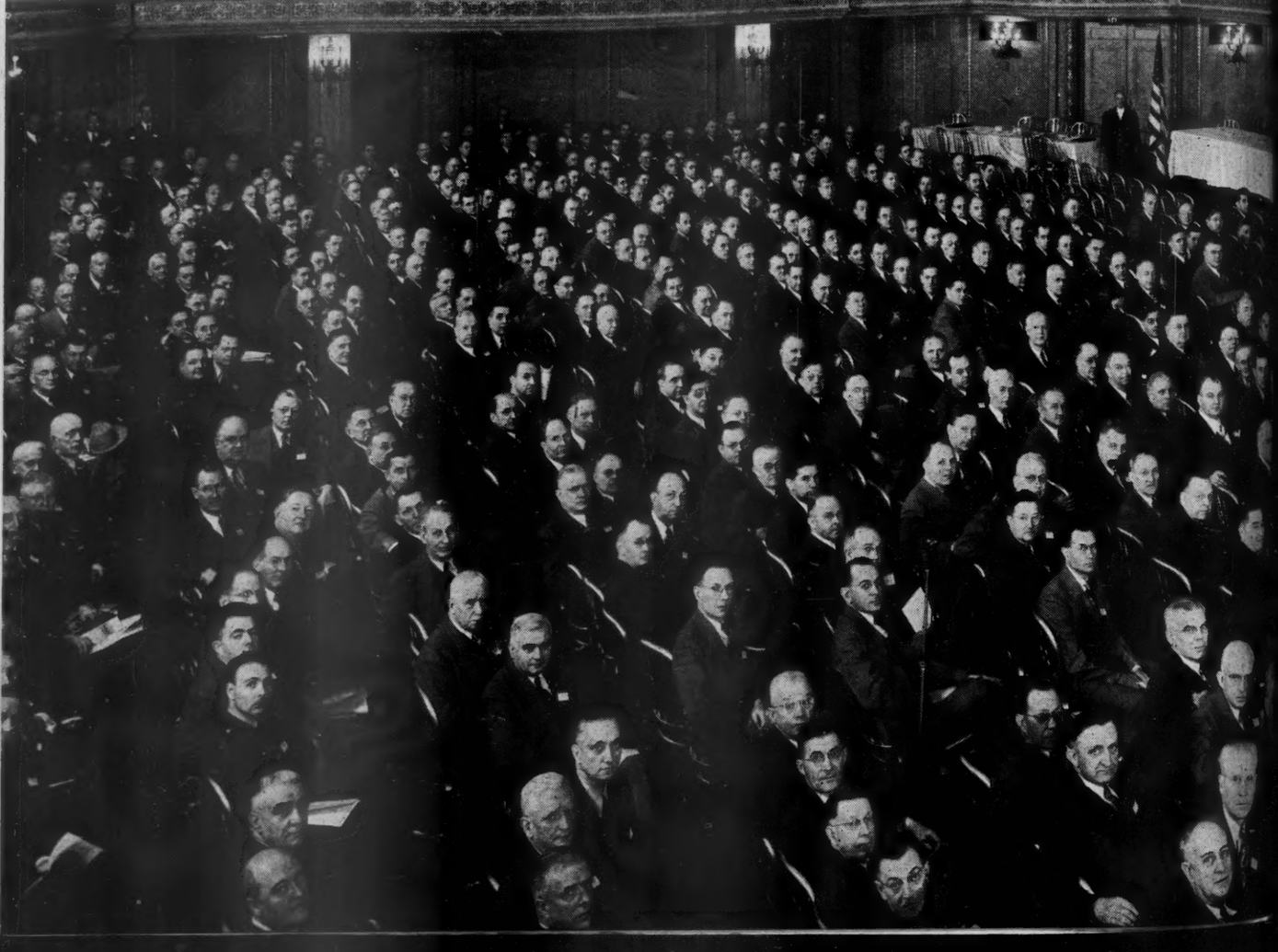
7. Industries may bargain with the rail carriers for agreed charges based upon their individual costs and transportation requirements and not upon conditions generally in a trade or district. Agreed charges are designed to suit individual requirements within the framework of the law prohibiting unjust and unreasonable discrimination and undue preference and prejudice.

(*Continued on page 656*)



Random "Shots" at the A.R.E.A. Meeting; Chi

Engineering and maintenance officers put in busy days at annual convention, rch 18-informal groups renewing friendships and talking shop. A complete report o meetin



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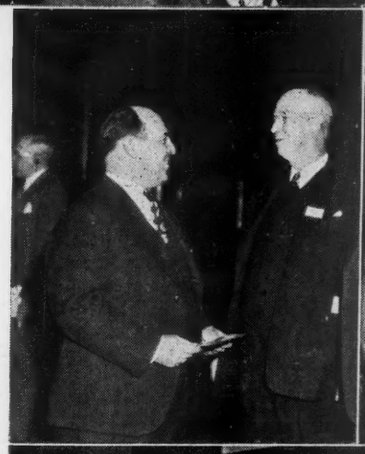
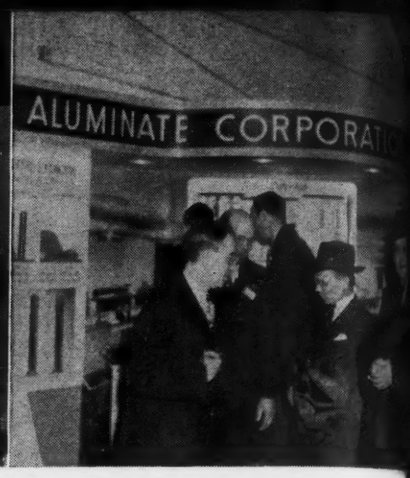
eeting Chicago

onvention, arch 18-20. Pictured here are a few
report of meeting appeared in last week's issue

(All names read left to right)

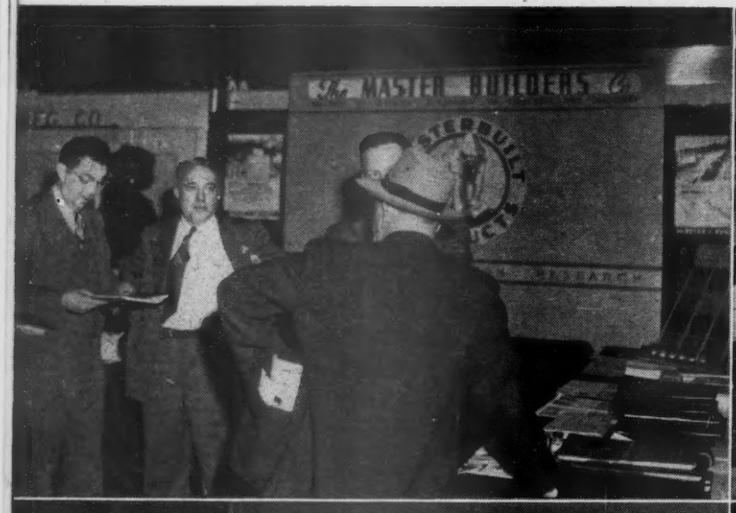
(1) Five veterans with a total of 35 years of service as chairmen of the Committee on Water Service and Sanitation—H. F. King (Erie), B. W. DeGeer (G. N.), E. M. Grime (N. P., retired), R. C. Bardwell (C. & O.), C. R. Knowles (I. C., retired). (2) C. H. Blackman (L. & N.), Edgar Bennett (Sou.), H. S. Leard (Vir.), H. J. Seyton (G. N.), F. R. Layng (B., & L. E.), G. P. Palmer (B. & O. C. T.). (3) R. C. Bardwell, W. J. Burton (M. P.), Walter S. Lacher (secretary, A. R. E. A.). (4) H. F. King, G. R. Westcott (M. P.), J. E. Armstrong (C. P. R.). (5) President J. B. Akers (Sou.) at opening session. (6) C. W. Ashby (Ky. & Ind. Term.), G. L. Sitton (Sou.), G. M. Magee (A. A. R.), F. S. Schwinn (M. P. Lines), C. M. Burpee (*Railway Age*). (7) F. D. Danford (T. & P.), A. R. Wilson (Penna., retired), H. R. Clarke (Burl. Lines), R. J. Middleton (C. M. St. P. & P.), C. T. Jackson (C. M. St. P. & P.). (8) E. J. Brown (Burl. Lines), W. D. Simpson (S. A. L.), A. Chinn (T. R. R. A. of St. L.; president-elect, A. R. E. A.), A. A. Miller (M. P.), S. W. Hickey (*Railway Age*). (9) At registration desk; L. H. Laffoley (C. P. R.), behind upright, L. P. Kimball (B. & O.), foreground. (10) R. C. Bardwell, R. J. Gammie (T. & P.), F. J. Bishop (A.-C. & Y.), G. L. Staley (M-K-T), Prof. J. S. Worley (U. of Mich., retired). (11) Pres. Akers, R. L. Groover (A. C. L.), W. A. Spell (A. C. L.). (Below) The convention in session.





Here and There at the N.R.A.A. Exhib the

One hundred one manufacturers presented displays of materials and equipment erest to forces during A. R. E. A. meeting. A list of exhibitors, their representati d produc



Exhib the Coliseum

equipment erest to construction and maintenance
presentati d products shown, appeared last week

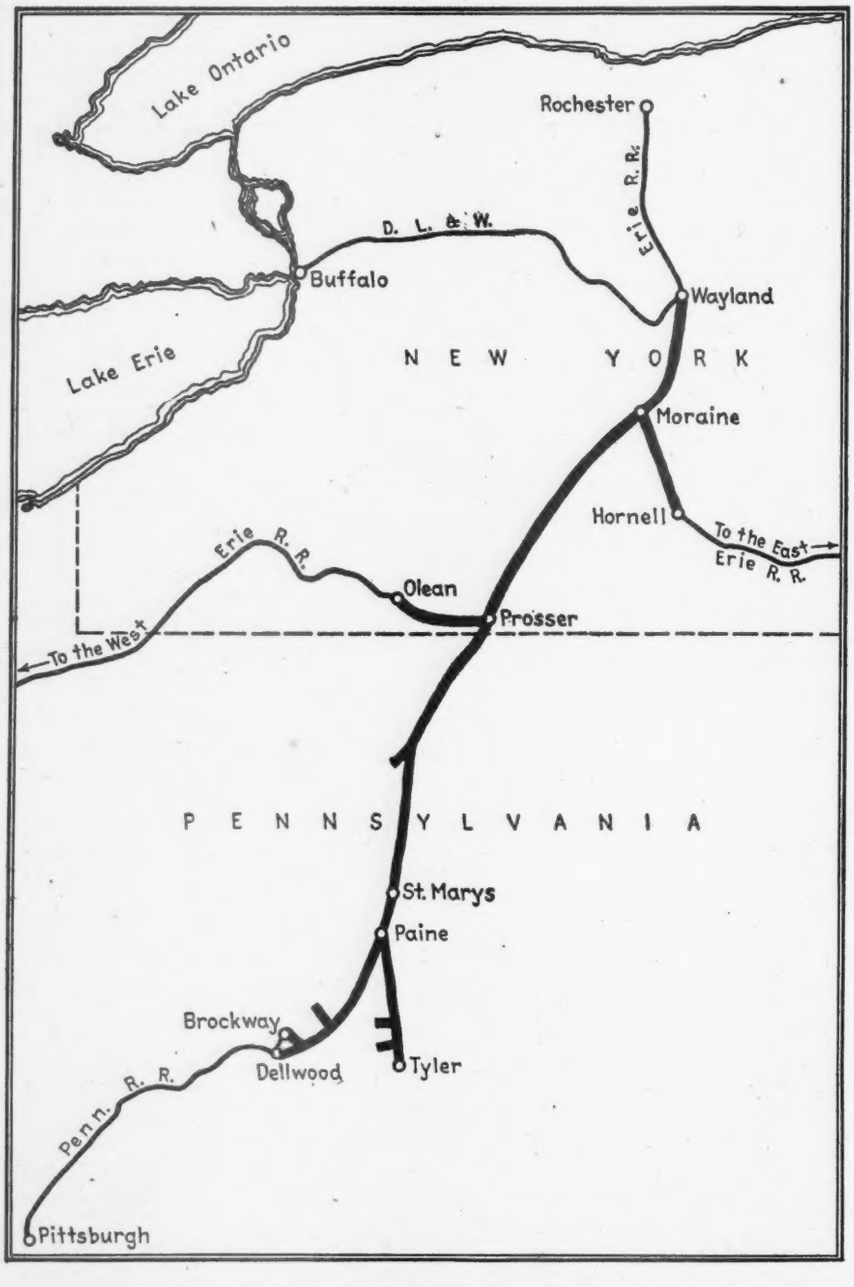
P. S. &N. Sale Ends Oldest Receivership

Incorporated in 1899 and placed in receivership 6 years later, 122-mile railroad likely to be sold for scrap by new owner

THE oldest railroad receivership in the United States was ended on March 4 when the Pittsburg, Shawmut & Northern and various properties owned by the road were sold for $1,505,000 to Harry W. Findley of Carnegie, Pa., a coal operator.

Incorporated on August 1, 1899, as a consolidation of a company of the same name with the Central New York & Western and their subsidiaries, the road's main line was projected to extend about 250 miles from the coal fields of Jefferson county, Pa., to Macedon, N. Y., a point on the New York Central and the Erie Canal, but it never was completed.

The lines constituting the Central New York & Western grew out of the construction by the Lackawanna & Pittsburgh, organized in 1883, of a 39-mi. narrow-gage road from Olean, N. Y., to Angelica, and a 41-mi. standard-gage road from Belfast, N. Y., to Wayland. The narrow-gage and standard-gage tracks connected at Angelica. The Lackawanna & Pittsburgh was sold under foreclosure in 1889 and purchased on behalf of the bondholders who, later that year, organized the Lackawanna & Southwestern. In 1890, a receiver was appointed for the Lackawanna & Southwestern, and in October of that year operations were suspended. In September, 1892, the property was sold under foreclosure and purchased on behalf of the Central New York & Western, which was organized to take it over.



The Pittsburg, Shawmut & Northern and some of its connections

Lost on Mining Operations

The Kersey, controlled by the P. S. & N. through ownership of its entire capital stock, was incorporated in 1900. It was constructed to provide a rail outlet for coal mainly located in the vicinity of Tyler, Pa., and connected with the main line at Paine. The P. S. & N. also controlled, through ownership of its entire capital stock, the Shawmut Mining Company, owner of more than 14,000 acres of coal land having resources of from 40,000,000 to 50,000,000 tons, with several mines located within a radius of 20 miles from St. Marys, Pa. The mining company was not a success in recent years and the railroad receivers had advanced it during the seven years ended in 1946 about $500,000. All traffic from the mines was handled by the P. S. & N. and the advances were made from time to time to keep the mines in operation and enable the receivers to retain the traffic.

Following foreclosure proceedings instituted on behalf of the mortgagee, the railroad properties of the P. S. & N. were placed in the hands of receivers on August 1, 1905. The receivership continued until the summer of 1946 when reorganization proceedings were begun under Section 77 of the Bankruptcy Act. On August 12, 1946, the federal district court appointed as trustees the receivers, Thomas C. Buchanan and

Robert C. Sproul, who had operated the properties since December 1, 1945, when they replaced the former receiver.

Messrs. Buchanan and Sproul had applied on May 28, 1946, for Interstate Commerce Commission authority to abandon the P. S. & N. and the Kersey. The net salvage value of the fixed property was estimated to be $1,274,442, in addition to the estimated net salvage value of $132,627 for the rolling stock, machinery and tools. The net salvage value of the Kersey was estimated at $77,184.

The section of the territory served by the Northern and extending southerly from Wayland, N. Y., and Hornell to Bolivar, approximately 60 miles, is devoted chiefly to agriculture, the chief products being potatoes, onions, hay and straw. The section extending from Bolivar southerly to St. Marys, about 65 miles, including the territory served by the branch line leading to Olean, is largely devoted to the manufacture of petroleum, clay and carbon products. The section extending from St. Marys to the terminals of the line on the south is devoted almost exclusively to the mining of bituminous coal.

Passenger service was discontinued by the Northern in 1938. When application for abandonment was made the road was not handling mail or express business and service consisted of four freight trains operated daily over portions of the line. Before May 22, 1946, seven freight trains had been operated daily, but on that date the operations of the line north of Bolivar were entirely suspended and during the following month operation at the south end of the road was partly suspended. The suspension of operations was imperative because funds in the hands of the receivers were too low to support operation of the entire line. In addition, the motive power had become so incapacitated that a sufficient number of usable locomotives was not available.

Approximately 65 per cent of all business handled by the Northern was coal traffic, which was about equally divided between coal originating at the mines previously mentioned and that which was received in interchange from the Pittsburg & Shawmut at Brockway, near the southern end of the line. Practically all the coal handled in bridge movement was turned over to the Lackawanna at Wayland, N. Y. The number of carloads of coal handled in 1944 and 1945 was as follows: 1944, local 1,671, interline 7,390, bridge 6,325; 1945, local 1,224, interline 4,538, bridge 5,041. The volume of other bridge traffic was negligible.

Other than coal, the principal commodities handled in interline movement, and the number of cars of each for 1944 and 1945, in that order, were as follows: Products of agriculture 606, 505; other mine products 2,550, 2,741; lumber 231, 186; other forest products 260, 119; petroleum products 939, 769; road and petroleum residual oils 643, 392; lubricating oils and greases 2,349, 2,633; bottles and other glass products 376, 180; and miscellaneous 3,621, 3,701. The total volume of all traffic handled on the line was 27,688 carloads, or 1,223,766 tons, in 1944; 22,815 carloads, or 973,232 tons, in 1945; and 10,245 carloads, or 425,923 tons, in the first six months of 1946.

Financial Results of the Pittsburg, Shawmut & Northern 1945-1941

	1945	1944	1943	1942	1941
Operating revenues	$ 985,777	$1,239,790	$1,454,553	$1,466,642	$1,527,606
Non-operating income	8,113	9,167	7,941	7,389	5,753
Operating expenses	1,011,354	1,193,214	1,170,311	1,192,118	1,052,237
Tax accruals	69,376	90,266	75,222	78,808	72,186
Hire of freight cars	67,758	57,364	81,179	78,600	109,838
Rent for use of locomotives	0	0	0	4,174	30,930
Rent for joint facilities	6,699	6,662	7,382	6,867	10,680
Rent for leased roads*	28,764	33,194	34,214	34,425	33,596
Interest on funded debt of receivership	122,661	122,661	122,661	103,341	103,341
Interest on unfunded debt of receivership	360	412	17,698	19,798	19,600
Interest on funded debt of railroad corporation	587,864	587,864	587,864	587,864	587,864
Miscellaneous income charges	100	688	308	498	99
Net loss	901,045	843,368	634,345	632,462	487,010

* Includes small amounts of miscellaneous rent.

No Cash in the Till

All the outstanding capital stock and bonds of the Northern, as well as a substantial amount of the receivers' certificates, were owned by the Pittsburg & Shawmut, which operates a line of railroad in Pennsylvania approximately 88 miles long, extending southerly from a connection with the line of the Northern at Brockway, Pa., to a connection with the Pennsylvania at Freeport Junction, about 18 miles north of Pittsburgh. No interest had been paid on the bonds since 1905 and no interest had been paid on the receivers' certificates since 1932. Counsel for the Pittsburg & Shawmut told the commission, in effect, that for the past 40 years the P. & S. had refrained from liquidating the assets of the Northern in order to keep the line in operation for the benefit of the public. The P. & S., however, went on to say that it had reached the conclusion that the Northern could not be operated at a profit and that it should be abandoned.

When the affairs of the Northern were taken over by Messrs. Sproul and Buchanan, the commission was told, they found it owed current debts of about $390,000. The company's treasury, however, was practically empty. Court authority was received to borrow $200,000 upon a pledge of all the assets of the receivership as security for the loan. Various banking institutions and individuals refused to lend the money. An application was filed with the Reconstruction Finance Corporation, by order of the court, but the Pittsburg & Shawmut, the principal creditor of the Northern, filed notice of an appeal questioning the authority of the court to grant such an order.

Substantial operating losses were accruing each month and in the early part of 1946 the receivers found themselves desperately in need of more money. The seriousness of the situation was divulged to the operating staff with a view to determining whether further economies could be effected. It was subsequently decided to suspend operation north of Bolivar because that portion of the line was more costly to maintain and it yielded less revenue. The properties of the Shawmut Mining Company were leased for seven years for an annual rental of about $60,000. Expenses for maintenance and repair were curtailed; certain offices were consolidated or eliminated; and the purchase of supplies was put on a day-to-day basis.

On June 1, 1946, the receivers could not meet their payroll. It finally was met with money from the sale of certain assets together with a small amount of cash procured from the mining company. In order to meet recurring payrolls and general operating expenses, the receivers conceived a plan whereby all shippers on their line were placed on a so-called prepayment basis. This plan, effective on June 12, 1946, enabled the receivers to procure considerable money, belonging to other carriers, which did not have to be turned over to those carriers for periods of 30 or 45 days. During that period, the money was used by the receivers to meet payrolls and to keep the line in operation.

Abandonment was approved by Division 4 of the I. C. C. on December 26, 1946 (see the *Railway Age* for January 11, 1947). "A railroad such as the Northern, without funds to meet its operating needs, whose credit has become so exhausted that it is unable to borrow money to meet such needs, and which must depend upon the collection of prepaid freight revenues from month to month in order to remain in business," the division said, "cannot be expected

to continue operation indefinitely even though certain industries may be dependent upon its services. It is well settled that no carrier by railroad can be compelled to continue at a loss."

Mr. Findley, who earlier had submitted an offer of $1,200,000 for the properties, ran the figure up to $1,505,000 during the bidding. His bid was the highest among six submitted. Mr. Findley agreed, as a condition of the sale, to operate or cause to have operated, certain short segments of main line and sidings serving Olean, St. Marys and other points. Thomas Bradshaw, counsel for Mr. Findley, indicated these segments of the line might be sold to other roads, such as the Erie or the Pennsylvania.

The new owner had planned to operate the entire road for a trial period of one year if his original offer of $1,200,000 had been accepted, Mr. Bradshaw said. However, he added, at the price actually paid, Mr. Findley is not interested in operating the road and, excluding the short segments mentioned, the trackage and equipment are expected to be sold for scrap. Included in the property at the time of sale were 16 freight and yard locomotives, 106 freight cars, 8 cabooses and 39 units of work equipment.

What Shippers Think of Agreed Rates

(*Continued from page 649*)

Offsetting the advantages of agreed charges are some disadvantages which differ with different commodities and industries and with the conditions of shipment. There are, moreover, differences of opinion among traffic managers with respect to the actual or potential unjust and unreasonable discrimination or undue preference or prejudice inherent in the agreed charges arrangements.

The chief actual or potential disadvantages of agreed charges from the industrial traffic viewpoint may be summarily stated:

1. They create or are apt to produce unjust and unreasonable discrimination or undue preference or prejudice, particularly as between large and small or between different commodities, due to the difficulty of establishing the substantiality of the similarity of circumstances and conditions of shipment of different commodities and transportation practices.

2. Shippers who enter agreed rates covenants are precluded during the life of the agreements from using other forms of transportation or of bargaining for rates with other carriers.

3. Agreed charge arrangements and the maintenance of published tariff rates set up what amounts to a dual system of rates with attendant conflicts between the two systems.

4. These arrangements, some industrial traffic managers believe, are apt to unfairly handicap the development of healthful water and motor transport competition. They may be used as a "club over the heads of water and highway transport operators," — to quote one Canadian industrial traffic manager.

5. The arrangements are apt to be cancelled upon the period of notice required to be given and leave shippers without favorable bases of rates by rail, water, or highway.

6. Little if anything can be accomplished for shippers by the agreed rate arrangements which cannot be accomplished by the publications of a comprehensive line of commodity rates.

Although agreed charges as they are used in Canada do not simplify billing arrangements and thereby save the railways and shippers clerical expenses to the extent that agreed charges do in Great Britain, they do present the advantages of transportation rates made to suit the particular requirements of industries and assure the railways that the rates established will be used to move actual traffic and will not be "paper rates."

Although this device does not appear to be a panacea for all the problems of competitive rate making and is apt to give rise to further problems, it is a significant experimental development in rate making technique, the advantages and disadvantages of which merit careful consideration by the carriers, shippers, and public regulatory bodies of all highly industrialized countries where industrial and carrier competition make necessary sensitively adjusted freight rates.

Railroads and the Bankers

It is charged . . . that our railroads are under the domination of Wall Street bankers. I am not sure that the average citizen is much interested in such an assertion. Conceivably, he is more interested in the type and cost of service than in the question of whether the control lies in bankers in New York or bankers in Chicago, or any other city, or in bankers at all. As a matter of fact, no one can deny that solvent railroads, as is the case with any other solvent business, are controlled by their stockholders, who elect the directors, who in turn select the officers.

I am, of course, familiar with the oft-repeated statement that shareholders are so scattered and unorganized that real control rests in a few stockholders owning a minority of the stock. But each year these scattered share owners certainly either vote themselves or execute proxies which authorize others to vote for them. If they choose to give power to bankers to vote their shares, it is difficult to see what anyone can do about it. Perhaps the skillful use of propaganda might persuade them to substitute one group for another, but it is doubtful if this would represent much improvement. . . .

Certainly those at present in control have served the public with conspicuous success. The bankers, if they are in control, have placed at the head of the railroads experienced men, nearly all of whom have risen from the ranks and know the business down to the grass roots. These men are the real masters of the railroads—the real determiners of railroad policy. When we hear the opinion expressed that the control of the railroads should be taken away from the bankers and financiers and lodged in the operating officials, we are listening to sound and fury that signifies nothing at all.

How does sinister banker control manifest itself? In the making of rates? But these are lower than anywhere else in the world. In the number, make-up, and speed of trains? But this service is admittedly on a higher plane than ever before, what with streamlined, air-conditioned, and comfortable passenger trains and freight service greatly spurred up and more reliable than ever. In the issuance of securities? But since 1920, not a single security can be issued without the approval of the Interstate Commerce Commission, a perfectly impartial and competent body of experts whose duty it is to safeguard the public interest.

It is true, of course, that when a railroad is unable to meet its obligations and is thrown into bankruptcy, the creditors come forward and insist upon having something to say as to what shall be done with the property. Again, we are faced with legal rights and responsibilities which are difficult to set aside. Obviously, if the debts of the concern are greater than the value of the property, the stockholders can expect nothing for their equity.

Somewhere must be lodged the responsibility for determining this value fairly. Congress has seen proper to assign the task to the Interstate Commerce Commission. The commission may have used poor judgment, especially in the delicate and difficult chore of ascertaining just what a railroad is worth, measured by its reproduction cost and the probable earning capacity that lies ahead. If the commission is incompetent for this task, or if the standards laid down by Congress are faulty, it is for that body to provide the remedy.

—*R. V. Fletcher in the Atlantic Monthly.*

General view of the Burlington's scrap yard, Eola, Ill. All items to be reclaimed are sorted and delivered to the reclamation plant

Making Useful Things from Scrap

Burlington reclamation plant uses "psychology" to overcome skepticism concerning the use of reclaimed items—Numerous articles are being restored to service through this process*

By G. A. GOERNER
General Storekeeper
Chicago, Burlington & Quincy

THE railroad scrap pile is a veritable gold mine when one is looking for opportunities to make savings. It is true, it takes effort and thought to reclaim items from scrap and make them suitable for further service. At times there is more work connected with this than there is in the manufacturing of new material. However, if a saving can be made or equipment placed in service that otherwise might be laid up, it is a profitable undertaking.

A carpenter would rather work with new material and build something new than do remodeling. It requires more effort and thought to rebuild with old materials. Such is the case with much material that is reclaimed.

There are many questions that must be answered to make certain that the work will bring the desired results and, at the same time, prove worthwhile economically. Some of these questions follow.

Questions to Be Answered

(1) *Is reclamation economically sound and will it produce a saving to the railroad?* — This is something the reclamation plant must check constantly. Under normal conditions, when new materials may be secured without difficulty, the Burlington's reclamation plant operates entirely on a basis of the savings made in reclaiming old materials. If the cost of labor and the new material necessary to reclaim an item, plus overhead, less the scrap value of the item (if it were not reclaimed) is higher than the cost of a new item, the old item is scrapped and not reclaimed. In the overhead we include every cost in the operation of the plant, including investment in machinery, interest, taxes, electricity, light, heat, and supervisory and clerical forces.

There are times, however, when it is not entirely as a matter of economy, but of necessity, that reclamation is done. During the war years many items were unobtainable. It was not a case of reclaiming such items to save money, but to get the material, even though the cost was equal to or even somewhat higher than the cost of new material. During emergencies, this may be expedient at any time.

(2) *Will the reclaimed item serve as well as new material?*—The questions

*Abstract of an address before the Car Foremen's Association of Chicago on March 10.

of serviceability and expectant life of the reclaimed item are important factors when determining the economy of reclamation. If the material is such that it will not produce as good results nor wear so long as new material, these facts must be considered.

Some reclamation work is done to improve the reclaimed article, perhaps by strengthening weak places or by improving wearing parts so the reclaimed item will actually outperform new material. In such cases the cost of the reclaiming may be an economy, even though it represents an expenditure in excess of the purchase price of the new item.

(3) *Will the reclaimed item meet Association of American Railroads' requirements?*—This question applies with special emphasis to car materials. Therefore, all work at the Burlington's reclamation plant is checked from this angle to assure that all reclaimed materials to be used on cars in interchange traffic meet these requirements.

No Surplus Built Up

(4) *Is the material actually required?*—On the Burlington material is reclaimed only on orders from the stores. Unless the material is required for immediate use or for regular stock, no orders are made. Therefore, nothing is reclaimed in advance that would not be purchased or manufactured if the reclamation plant did not exist.

We maintain stock records which indicate the quantity of each item on hand to be reclaimed. In this manner we know what we can depend on, but no money is spent in reclaiming this material until it is needed for use or for stores stock. Such an arrangement avoids investing the railroad's money further in advance than necessary. It also prevents reclaiming material that may never be used.

The Author

To reclaim railway scrap articles it is not necessary to bring them back to their original condition, but merely to restore their usefulness. The otherwise waste product may even be reworked, reshaped or converted into something entirely foreign to its original use.

Reclamation vs. Repairs

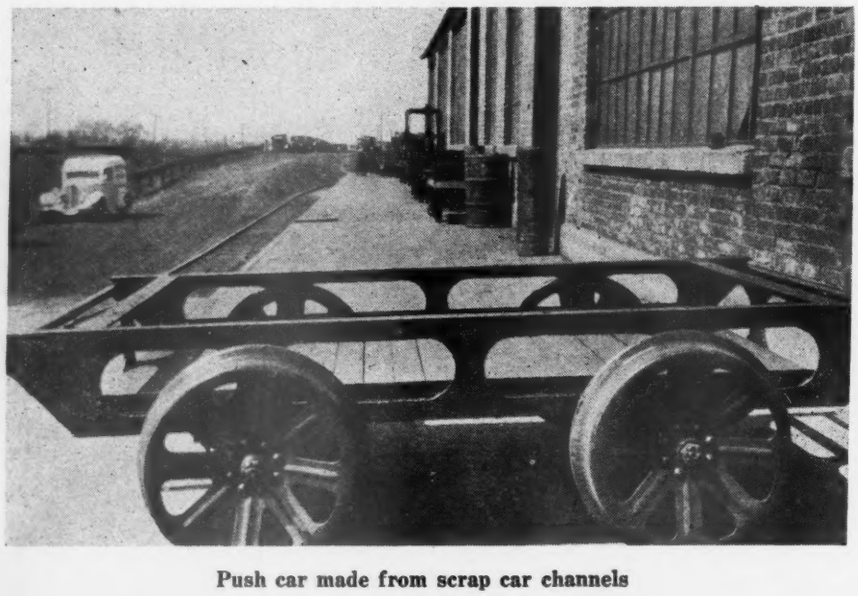
What is reclamation and what is the difference between reclamation and repairs of material? Webster defines "reclamation" as: "The act of making industrial waste products useful." To reclaim, then, it is not necessary to bring the item reclaimed back to its original condition so that it will equal its former state in usefulness or length of service; it is necessary only to make the waste product "useful." This waste product may even be reworked, reshaped or converted into something entirely foreign to its original use. So long as there has been a profitable or advantageous conversion of the scrap item, the process of doing this is reclamation.

However, many items are reclaimed that are equal to their original state of usefulness, so that their second and third period of service is just as effective and as durable as their first. It may require some welding, a bushing or some new wearing parts to get such results, but the fact is that the desired results *are* obtained.

Moreover, the reclamation of some items is done in such a manner that the reclaimed items will serve even better and longer than when they were new. This may sound fantastic. Nevertheless, it is true. At no place are defects in material, weak spots in design, or unusual wear and breakage any more detectable than at central scrap docks where material is checked for reclamation. As an illustration, all car couplers of a particular design that have been sent in to the scrap yard are assembled to determine if they can be reclaimed. Such a grouping of items, released as unserviceable, may reveal that several couplers of the same type are being removed from service because of a break in the same location. The weak spot having been detected, it may be possible to strengthen that point by welding and, in addition, to arrange for an improvement in the pattern to overcome the weakness in future couplers.

Every effort is made by the reclamation plant to produce materials that will go back into service in the best possible condition to give good service. When centralized reclamation was started on the Burlington under the supervision of the stores department, there was some skepticism on the part of car men and mechanics when using reclaimed material. Because it was second hand, they thought it was unfit for service. We had to polish and paint many items so they looked like new in order to get them into service. Several tests proved the psychology of this. Items that were rejected were painted and returned to the party making the complaint with the request, "Please try these and let us know how they serve." The reply would read, "These are O. K. There is nothing wrong with them." Making them look like new did the trick. This unnecessary painting and polishing has been discontinued and since our laboratory inspects materials that are reclaimed, there is no longer any question as to its serviceability.

The Burlington is now reclaiming



Push car made from scrap car channels

many items successfully, of which the following are typical examples.

As bad-order brake beams are removed from cars on repair tracks, at the car rebuilding shop and from dismantled cars, they are shipped to the reclamation plant. Insofar as practicable, they are kept separate from other materials and scrap to facilitate unloading upon arrival and to avoid damage in shipment.

The reclamation process really amounts to rebuilding the beams. The first operation is that of stripping the beams by cutting the truss rods on a No. 3 shear. At one time an effort was made to reclaim the truss rod, but this was found to be unprofitable, since many rods were worn badly and were not fit for further service. The old rods are now used in manufacturing machine bolts and brake pins. The cutting of the truss rods also saves labor in stripping inasmuch as the removal of the brake heads, struts and channels is made easier than where the entire rod is salvaged.

As the parts are removed they are placed in separate containers, made from old boiler shells, for delivery to the shop for reclaiming. Here the channels are straightened. The channels are then gaged for thickness and length. Channels which do not meet specifications are used for manufacturing safety straps.

New Material Used

New steel is used in the manufacture of truss rods. The bars are cut to the desired length, threaded, and formed to the required shape on a bending machine. The struts are reclaimed by building up worn spots by the oxy-acetylene process. This is done so that the brake pin fit is satisfactory without the necessity of reaming the hole. The brake pin hole is built up with bronze welding rod. Any struts that are bent are straightened. The assembling of struts to the channels is done on a home-made bucking machine which holds the channels and the struts.

Worn spots on brake beam heads are built up by the arc-welding process. This provides a hard wearing surface. (This is but one illustration of what is meant by reclaiming material so the life of the *reclaimed* item is longer than the life of *new* material.) The four outer lugs and the two center lugs are built up if the original stock is not worn to less than ⅛ in. in thickness. After the welding, all heads are ground by a portable grinder to the correct gage.

The assembling of the reconditioned parts into a complete beam is done on a specially-designed assembly table which holds the channel in place. The rod is then placed in the proper position and the struts and heads applied. The beam is then held together by the application of unit grip nuts.

The assembled beams are then gaged for required height and length and are tested on a hydraulic testing machine at 15,000 lb. pull on the strut. While the test is in process, the operator strikes each head two solid blows with a hammer to take up the slack in the assembly. After they are tested, the beams are again checked for height and length.

Beams which meet the final test are daubed with a spot of white paint to indicate that they are repaired beams. Any beams not passing the final test are reworked so they will meet these requirements. However, it is a rare occasion that a beam does not measure up to the specifications, for the method used in rebuilding the beams is such that there should be little difficulty.

Cart used to deliver journal-box packing was made from an old oil drum, scrap pipe and strap iron

Coil Springs

Coil springs, like brake beams, arrive at the central scrap dock from all car repair points on the railroad. They are sorted according to size and placed in box-skids for lift-truck movement into the spring shop.

The first step in spring reclamation is to get the springs into a furnace for heating. The furnace is charged to capacity (about 40 springs of average size) and is recharged whenever half of the springs have been removed. This provides a constant supply of springs for reworking, without delays waiting for springs to reach the proper temperature.

The furnace temperature is maintained at 1,800 deg. F. The springs remain in the furnace for 30 min.

As the springs are taken from the furnace they are spread to the proper height. The 8-in. by 8-in. outer coils are spread on a special spring reformer; all others are spread by hand tong.

After the springs are reformed, they are tempered on a special machine which was patented by one of our foremen and built at the road's Eola plant. This device consists of a large wheel equipped with 16 swivel buckets 10 in. wide, 15 in. long and 6 in. deep, each of which holds one spring. Motor-driven and clockwise in direction, the wheel carries the springs—which have a temperature of about 1,600 deg. F.—down into a vat of tempering oil.

The movement of the wheel is synchronized so that the springs are held in the tempering oil the required time to get the best results. Then the springs are automatically dropped from the buckets as they emerge from the oil. The tempering tank holds 2,500 gal. of oil, which is circulated through pipe coils to keep the oil cool. The operation from the time the springs are placed into the buckets until they are deposited at the opposite side of the wheel requires from 2 to 4 min., depending on the size of the springs.

After the springs have cooled, they are tested on a hydraulic testing machine, in which they are closed three times under the pressure. If, following the test, they do not measure to correct height, they are scrapped, inasmuch as the life of the steel clearly has been exhausted.

The first Diesel-electric passenger locomotive used by the F.E.C.

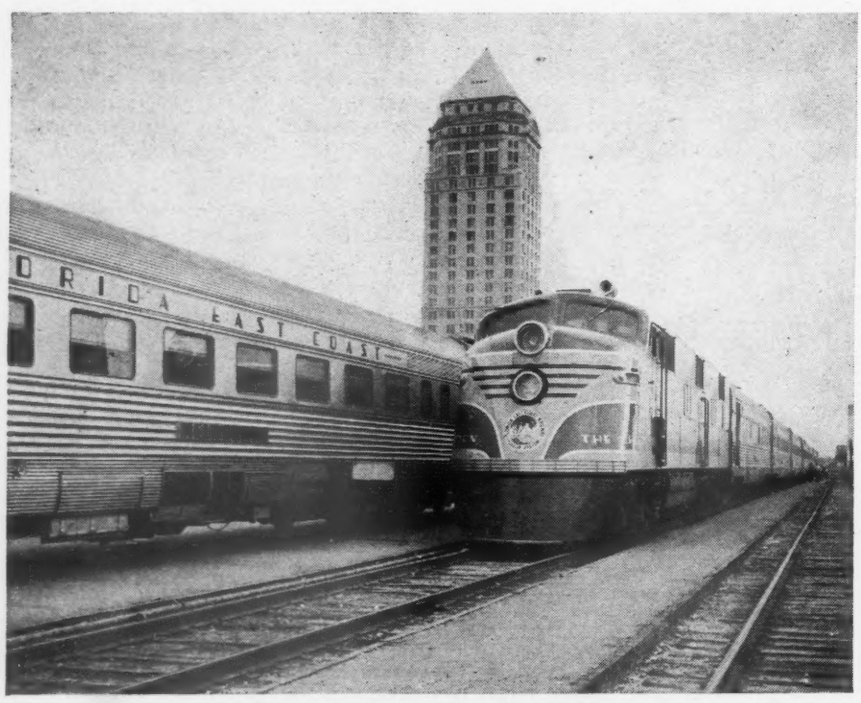
Heavy passenger trains with high-speed schedules require fast starting and stopping to make the time through a thickly-settled resort territory

Photos courtesy F. E. C.

F.E.C. Diesels Offset Frequent Stops

DURING the winter season, the Florida East Coast operates 10 passenger trains in each direction daily over its 346-mi. line between Jacksonville, Fla., and Miami. Of these, eight trains in each direction are through trains from the North or consolidations of through cars from northern connections and, because of their importance, have to be operated on high-speed schedules. There is no particular operating problem posed by physical facilities, because the F. E. C. is a double-track railway throughout and is virtually without grades, the maximum gradient in either direction being 0.1 per cent.

On the other hand, certain conditions combine to produce operating difficulties in the way of frequent starts and stops. There are a large number of draw-bridges over tidal estuaries which are opened frequently in the winter season, when the passenger business is at its height. The most frequent stops and starts, though, are at the numerous resorts scattered along the East coast, all of which have active chambers of commerce promoting the tourist business and all of which insist that station stops be made by all trains passing through their communities. Since each community competes with every other for resort business, the F. E. C. is compelled to schedule many intermediate stops for all of its trains. The result is that its timetable appears to be a list of local trains, instead of the high-speed, through trains they really are.

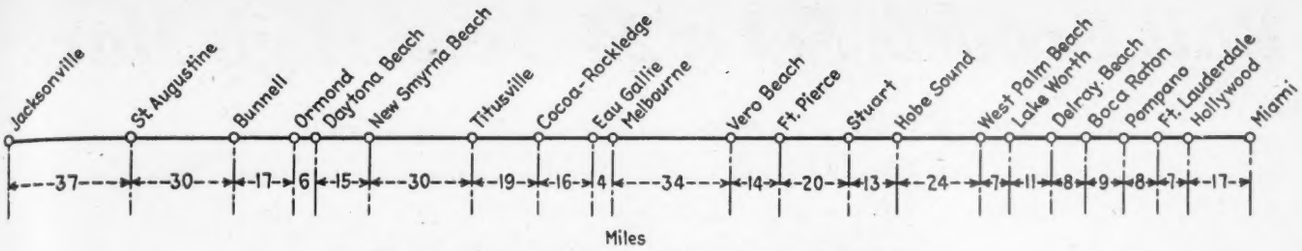


F.E.C. Diesel-powered passenger trains at Miami, Fla., where motive power is repaired

The Station Stops

This condition of frequent station stops for all trains was a complete deterrent to high-speed overall schedules until the F. E. C. purchased a fleet of Diesel-electric passenger locomotives, which, possessing rapid acceleration and deceleration characteristics, have overcome to a large extent the handicaps of the frequent stops.

The fastest trains on the road are the Chicago-Miami streamliners, which make the 346-mi. run over the F. E. C.



Through train stops are not far apart on the F.E.C.

leg of their journey in 6 hr. 45 min., with 16 regularly scheduled stops and 2 conditional stops—an overall speed of 51.3 m.p.h. From this basis schedules range up to 9 hr. for the two southbound through night trains, in which case there is no reason for extremely high speeds since the schedules provide for a comfortable morning arrival in Miami. The local train, which operates via East Palatka instead of via the cut-off, requires 12 hr. for the trip and makes 24 local stops southbound and 34 northbound.

The stops for the through trains, with the distance between stations, are shown in the accompanying chart. The difficulty of making time with what amounts to almost a suburban schedule for 346 mi. is evident from this diagram. To appreciate the importance of the rapid acceleration and deceleration of the Diesels still further, it must be realized that coinciding with the time of its greatest passenger traffic the F. E. C. also has its heaviest freight movement of the year, consisting of citrus fruits from Ft. Pierce and north, and of vegetables from southern Florida. Through trains of perishables are made up at Miami for movement north, but there is also a daily perishable train, performing pick-up service between Ft. Pierce and New Smyrna Beach, 117 mi., and, for several weeks each winter, an additional turn-around perishable run between New Smyrna Beach and Cocoa-Rockledge, 49 mi.

If it were possible to "fleet" the passenger trains, the problem of handling the perishable freight trains—some of which are fast through trains from Miami to Jacksonville, while others are pick-up trains—would be considerably simpler. Though the necessity of providing convenient arrivals and departures at Miami and of coordination with northern connections makes such fleeting difficult, the F. E. C. does as much of it as possible. For example, there are through trains due out of Jacksonville in the morning at 7:45, 8:25, 9:10, 9:15, and 9:50, and the local leaves at 10:15. After the "Gulf Stream" leaves at 12:15 p.m., there is a breathing space during which trains of empty refrigerator cars may be operated southbound until 10:30 p.m. There is another through passenger train departure at 11:00 p.m., and still another at 2:25 a.m.

Northbound from Miami, however, the schedules are such that, between 6:00 a.m. and 6:00 p.m., the longest interval between passenger trains is 3 hr. 25 min. There is, however, a four-hour interval between 6:00 p.m. and 10:00 p.m., and an eight-hour interval between 10:00 p.m. and 6:00 a.m. On a railroad with such tight schedules, the effect of even one engine failure in tieing up the line can be realized. Also, if trains are received late from northern connections, the job of readjusting schedules becomes a complicated one. For several months during the winter season, the F. E. C. is one of the busiest double-track railways in the country and it is the only one that has to contend with the problem of frequent stops of *all* its through passenger trains.

The Diesel Fleet

The F. E. C. owns 21 Diesel-electric passenger units of 2,000 hp. each, built by the Electro-Motive Division of the General Motors Corporation, of which 17 are "A" units and 4 are "B" units. This fleet averages over 19,000 mi. a month a unit. Except for one assigned unit, the fleet is operated as a pool. The former handles the Chicago-Florida streamliner, which is the "City of Miami" one day, the "South Wind" the next, and the "Dixie Flagler" the third day, in rotation. The consist of these three trains on the F. E. C. is fixed at eight lightweight cars southbound and seven northbound, each day. The F. E. C. designates each of the three trains Nos. 3 and 4 and operates them on the same schedule. The Diesel unit is scheduled to leave Jacksonville with this train daily at 9:10 a.m., arriving at Miami at 3:55 p.m. It leaves Miami at 5:35 p.m. and arrives at Jacksonville at 11:55 p.m. Thus this unit makes 692 mi. daily, seven days a week, or a monthly average, based on a 30-day month, of 20,760 mi.

The "Miamian" and the "Florida Special," which average 17 conventional cars in each direction daily, are each handled by three units. The "Champion," an all-lightweight-car streamliner, which has a fixed consist of 16 cars, is handled by two units. The "Havana Special," an overnight train in each direction, is handled by two units southbound, but frequently by three units northbound, both because it has a somewhat faster schedule in that direction and also to get an extra unit back to Jacksonville, after shopping at Miami, where all Diesels are repaired. The "Gulf Stream," (as it is known on the F. E. C.), a combination of the every-third-day Pullman trains, the "Dixieland," the "Sunchaser" and the "Florida Arrow," between Chicago and Miami, is handled normally by two-unit Diesels.

Of the F. E. C.'s fleet, the "Florida Special," the "Vacationer," the "Everglades" and the "East Coast Express" are winter trains exclusively, while the "Gulf Stream" is taken off its fast schedule in the summer and rearranged as a semi-local train. The six all-year trains in each direction are powered exclusively with Diesel locomotives during the "off" season, including the local train, and, in this manner, the Diesels are kept busy the year round.

The F. E. C. met with some special problems in training its men to operate Diesels. It has a large number of men who work under dual seniority, being on the list of the F. E. C. during the winter and on some northern road during the summer.

Most of these men, after they have acquired sufficient seniority for all-year jobs on the F. E. C., elect to remain in Florida, but there are, each year, a number of men who become eligible for passenger train operation and who are without training in Diesel operation. By an intensive course of training, including trial trips and by the provision of educational literature, the F. E. C. has surmounted this problem.

PUBLIC RELATIONS.—A New Yorker in the Pennsylvania Railroad's Thirtieth Street station at Philadelphia bought a $2.30 coach ticket for home. Before train time he lost the ticket. Buying another, he mentioned his loss to the man behind the ticket window. Then he forgot the matter. But bright and early at his office Monday he got a check for $2.30 from the nation's biggest railroad. "We found it," said "Pennsy."—*The Wall Street Journal.*

Rail Exports Set a 24-Year High Mark

Although 1946 rail production fell 19 per cent below 1945, and insertions by Class I roads slumped 24 per cent, exports increased 16 per cent and aggregated 340,455 gross tons

DESPITE falling rail production, despite the critical need by the American railroads, and despite the fact that the Class I roads were able to lay only 1,238,000 gross tons of new rail during 1946, rail exports reached a new high last year and accounted for almost enough rail to relay a single main-line track from New York to Cheyenne, Wyo.

Extensive rail renewal programs planned by a large portion of the Class I railroads were again delayed during 1946 because of their inability to secure the much-needed rail. It was anticipated that, with the cessation of hostilities, the carriers would be able to replace a large part of the old rail which had withstood such terrific punishment during the war years—the money was available and mechanized rail-laying equipment was on hand—but, due to labor strife, combined with material shortages and greatly increased exports, the roads were unable to equal even their war-time relaying programs.

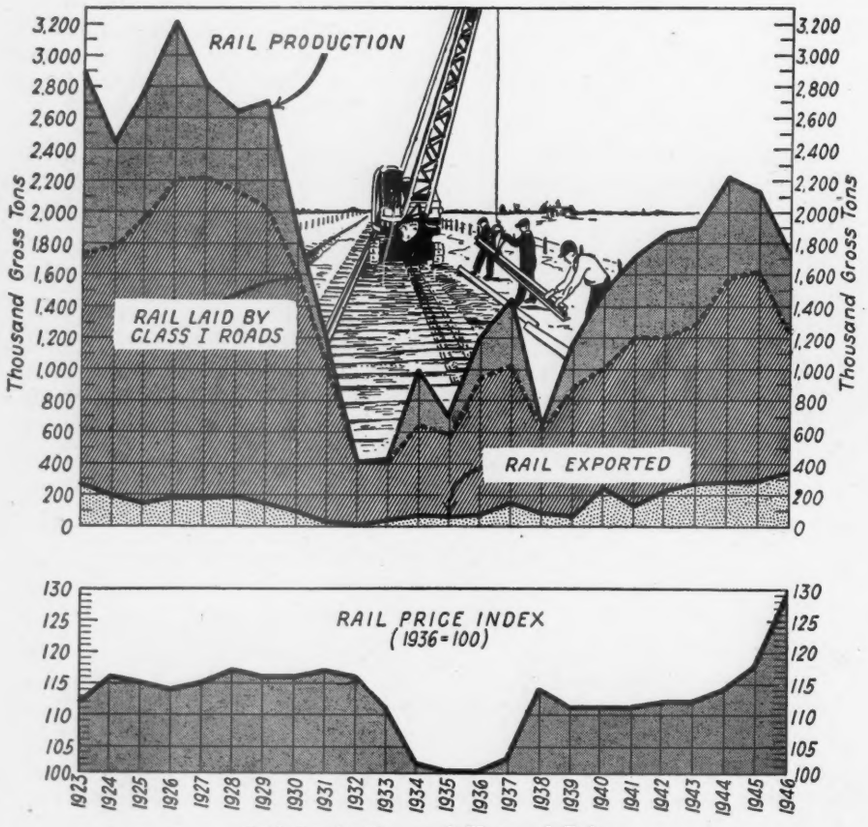
According to preliminary estimates, the Class I roads laid only 1,238,000 gross tons of new rail in 1946. This total, which includes rail laid in new and additional tracks as well as in replacement, compares with 1,633,693 tons laid in 1945 and 1,582,867 tons in 1944.

After World War I

During the period 1923-1929, the Class I carriers laid 14,076,569 gross tons of new rail in replacements and in new and additional tracks—an average of 2,010,938 tons a year. The first portion of this period is similar in economic "climate" to 1945 and 1946, in that it followed the end of a world war. Here, however, the similarity ends, so far as new rail comparisons are concerned.

In contrast with the yearly average during the seven-year period following World War I, new rail laid during 1945 and 1946 averaged approximately 1,435,919 tons a year—or over 575,000 gross tons a year fewer than the 1923-1929 yearly average. Moreover, rail inserted during the years 1941 to 1946, inclusive, averaged only 1,359,942 gross tons each year.

Rail production during 1946, according to preliminary estimates, aggregated 1,756,235 gross tons. As can be seen in the accompanying chart, this is a decrease of about 400,000 gross tons below the 2,158,500 tons produced in 1945 and almost 468,000 tons under the 15-yr. high mark established during 1944. On the other hand, rail production during the period 1923-1929, like rail insertions, maintained a high rate and averaged 2,788,124 gross tons each year. Production during the period 1940-1946 aggregated only 13,129,601 tons, or an average yearly output of 1,875,656 gross tons.



Rail Production and Use and Prices

Rail exports during 1923 constituted 9 per cent of the 2,904,516 gross tons produced, but in 1932 they were even less amounting to only 3 per cent. Even during 1939 they were only 5 per cent of total production; however, by 1943 they had increased to 15 per cent, and preliminary production estimates indicate that exports during 1946 were almost one-fifth of the total rail produced.

Rail Exports Double

There is little doubt that some other industries have fared relatively better than the railroads in the allocation of steel during the last two years. Further, as has been pointed out, rail exports during 1946 (340,455 gross tons) constituted a 24-year high. During 1932 rail exports amounted to only 11,320 tons. By 1936 they had reached 73,744 tons. In pre-war 1941, due to large shipments under lend-lease agreements, exports reached 151,376 gross tons—double the 1936 total. Moreover, since 1941, rail exports have increased each year over the previous year's total. Rail exports during 1942 aggregated 228,713 tons; 1943, 277,650 tons; 1944, 282,469 tons and even during 1945, although the European war had ended, rail exports amounted to 292,851 tons—or almost enough to relay 1,700 mi. of track with new 112-lb. rail.

HEAVYWEIGHT.—The heaviest passenger car ever equipped with roller bearings is the specially armored private car built for the use of President Roosevelt in 1941 by the Pullman-Standard Car Manufacturing Company, which uses Timken bearings to carry the 260,000-lb. load.

GENERAL NEWS

Aggressive Railroad Managements Sought

President of Young-sponsored group says optimism is basic need

In what was described as the first public address by an officer of the Federation for Railway progress since that organization was formally inaugurated a month previously, William C. MacMillen, Jr., its president, on March 25 outlined to a luncheon meeting of the Traffic Club of New York the federation's general objectives and discussed instances of railroad management thinking which he considers harmful to the railroad industry.

In its first month, Mr. MacMillen reported, the federation has enlisted the support of over 9,000 members from the ranks of railroad security holders and the general public. The affiliation of labor unions or railroad companies could not be accomplished so quickly, he explained, because of the time-consuming procedures involved, but no "refusals" to join the federation have come from any organization in either of these groups, he said.

The federation intends, its president pointed out, to speak for the railroad industry, "voicing a point of view democratically determined by the industry as a whole with a view to bettering the industry as a whole." The chief obstacle to be overcome in reaching that goal, he said, is the "divergent interests" of the groups—the Association of American Railroads, shippers, the brotherhoods, suppliers, and stockholders — that have been expressing separate views on matters important to the whole industry. "Our confidence that such an agreement can be brought about despite these divergent interests," Mr. MacMillen observed, "is based on our belief that these industry groups have many more interests in common with each other than in opposition to each other. For if the railroad industry succumbs to the competition of other forms of transportation or to complete government regulation, and becomes socialized, its workers, its suppliers, its shippers, its security holders will all suffer the common disaster."

Among the federation's objectives the speaker continued, are furnishing a "new approach" to the problem of achieving an "equitable balance among wages, return on investment and rates in the railroad industry," and securing for railroad managements "progressive, energetic, efficient personnel who have full confidence in the future of railroads in the United States." The source of many of the industry's troubles, in Mr. MacMillen's opinion, is management that "can see nothing but impending doom facing the railroads." This kind of management, he said, reacted to the proposal to run east-west passenger service through Chicago "with sworn statements that there would not be sufficient traffic to justify such service—but actually these cars have been amazingly successful." Robert J. Bowman, president of the Chesapeake & Ohio, was quoted to the effect that "each car in such service is now probably making a profit of about $50,000 annually for its owner."

Other examples of "this kind of management thinking which has been so harmful to the railroads," said the F.R.P. president, appear in the allegations of the Department of Justice in the so-called Lincoln (Nebr.) anti-trust suit, now pending, and in circumstances leading up to the current freight car shortage.

Discussing the latter point, Mr. MacMillen said, "In 1939 it was revealed to a federal agency which was responsible for husbanding our national resources for the impending war that the railroads would need several hundred thousand new freight cars to handle the increased traffic. It was urged that, if necessary, a government loan be made to finance the construction and purchase of these new cars, but the A.A.R. protested. Their spokesman said that future railroad traffic volume would be such that new cars would not be required and the cars were not built in the proper quantities. This cynical point of view regarding the future of rail traffic was echoed by the Interstate Commerce Commission, who have opined for some time that the railroads were overbuilt, and that once the war was over they would go into an economic tailspin."

What the federation stands for, said the speaker, "is a new philosophy of railroading—a philosophy predicated on the belief that with efficient, progressive, confident management, America's largest industry can and will prosper beyond the dreams of the most optimistic investor—and will lead the rest of American industry back to the path of aggressive and free enterprise."

New A.A.R. President to Be Elected March 28

William T. Faricy, vice-president and general counsel of the Chicago & North Western, was scheduled to be elected president of the Association of American Railroads at a March 28 meeting of the association's board of directors. He would succeed R. V. Fletcher, who has been president since the death of J. J. Pelley last November.

Kendall Report Lists Favorable Car Factors

Cites encouraging developments but stresses need for continued full cooperation

Chairman Warren C. Kendall of the Car Service Division, Association of American Railroads, was able to report "a number of encouraging developments" as he discussed the continuing freight car shortage in his latest monthly review of the "National Transportation Situation." Foremost among the favorable factors, as listed by Mr. Kendall, is "the assurance of greatly increased deliveries of steel starting presently at a rate which will produce 7,000 new cars per month and beginning in July at the rate of 10,000 per month."

This, the C.S.D. chairman pointed out, is in addition to material for repairing cars now awaiting conditioning. And he found further encouragement in the fact that the average turn-around time of all cars in February was 14.68 days, compared with 14.95 days in January and 16.46 days in February, 1946; and in the further fact that in February the average detention of cars by receivers over the free time was 16.42 per cent, "the lowest in the past four months."

Demand Continues—At the same time, Mr. Kendall emphasized that the demand for cars of all types "shows no indication of decreasing." He added that "all interested in transportation, both carriers and shippers, must not relax efforts to secure efficient loading, movement and unloading of all equipment — that is vital to the nation's economy."

Coming to his consideration of equipment conditions by types of cars, the C.S.D. chairman reported that the demand for box cars "continues heavy to the point of creating shortages in all sections of the country." Meanwhile there has been an "ample supply" of stock cars for the loading of livestock, and any surplus is being utilized for loading other commodities. Requirements for automobile cars "at all locations are being satisfactorily protected," the report continued, noting that there has been little change in the production schedules at the automotive plants.

With respect to open-top cars, Mr. Kendall anticipated that the passing of the worst of the winter weather may aid in the undertaking to meet the "extremely heavy demand" for this type of equipment. While shortages are likely to continue for a time "due to the pres-

ent record backlog of shipments to move," the C.S.D. chairman hopes for increased efficiency in the utilization of open tops during the next several months.

Heavy Ore Movement—Among other factors in the open-top situation is the expected heavy movement of ex-lake iron ore, present estimates indicating that this season's total will be 74 million tons, up 25 per cent from the 59.6 million tons brought down last year. Also, there has been a further increase in the export coal program, the March total having been fixed at 3,351,000 tons, the all-time record. The February program of about 3 million tons was met to the extent of 76 per cent, the deficit being "largely due to unfavorable weather at sea lengthening the boat turn-around time and interfering materially with docking operations." With respect to the coal movement as a whole, the Solid Fuels Administrator has estimated that 1947 requirements for bituminous will approximate 565 million tons as compared with 532 million tons produced last year and approximately 620 tons mined in the all-time record year of 1944.

As to gondolas, Mr. Kendall reported that steel mills in Eastern-Allegheny territory are "seriously short" of such equipment, due to near-capacity operation of the mills and the slow return of the cars because of adverse weather conditions. Moreover, demands for gondolas have also been "very heavy" in the South and West for protecting "the record movement of sand, gravel, lumber, and knocked down houses to meet the tremendous building program now in progress." The flat-car situation of recent weeks has reflected an "intensified" demand because of increased lumber loading in the Pacific Northwest and a "very heavy" movement of agricultural implements from mid-western plants. Likewise have loadings of covered hoppers been "very heavy," and 900 cars of that type, temporarily assigned to the export grain movement during the winter, are being returned to normal channels, "principally to protect increased loading of cement on the construction program."

The refrigerator supply, as Mr. Kendall put it, "tightened considerably" in recent weeks because of heavy loadings of perishables and retarded movement of empties due to adverse weather conditions. He expects the demand for reefers to continue heavy during the next few months. As to l.c.l., this movement, too, "continues heavy," the C.S.D. chairman went on, adding that weather conditions during February slowed up the operation at many important freight houses and transfers.

Shippers Board Meetings

The Southeast Shippers Advisory Board at its 24th annual and 77th regular meeting at Birmingham, Ala., on March 20, re-elected the following officers: General chairman, A. W. Evans, traffic manager, Savannah Sugar Refining Corporation, Savannah, Ga.; general vice-chairman, C. L. Denk, Jr., general traffic manager, Fulton Bag & Cotton Mills, Atlanta, Ga.; General secretary, Lucien Bauduc, traffic manager, the South Coast Corporation, New Orleans, La.; chairman executive committee, W. J. Sullivan, president, Grider Coal Sales Agency, Inc., Birmingham, Ala.; and vice-chairman, executive committee, C. W. Strickland, general traffic manager, Cone Export & Commission Co., Greensboro, N. C. The board's next meeting will be held on June 19, at Columbia, S. C.

A meeting of the Central Western Shippers Advisory Board on March 19, at the Shirley Savoy hotel in Denver, Colo., launched the 1947 April Perfect Shipping Month Campaign in Colorado. The principal speaker was Robert S. Henry, assistant to president of the Association of American Railroads. The meeting, sponsored jointly by the loss and damage prevention committee of the board and many Denver transportation organizations, was attended by approximately 500 shipper and carrier representatives.

Grondahl and Wight to Receive Franklin Institute Honors

Lars O. Grondahl, director of research and engineering for the Union Switch & Signal Co., and Sedgwick N. Wight, engineer of train operation for the General Railway Signal Company, will be presented with George R. Henderson Medals by the Franklin Institute during the institute's annual medal day ceremonies in Philadelphia, Pa., on April 16.

Harbor Car Backlog Reduced

The "biggest" problems facing eastern railroads with respect to freight car shortages center around New York harbor, John Duffy, vice-president of the Lehigh Valley, told members of the Pacific Northwest Shippers Advisory Board at their meeting in Portland, Ore., on March 21. He said that, "on February 28, 40 per cent of all the loaded cars in all the ports of the United States, outside of those loaded with coal and grain, were in the Port of New York."

"New Orleans, which had the next largest number of standing cars, had only one-third of those in New York," the traffic executive declared. "But the situation in New York harbor is rapidly getting better. Stabilization of labor conditions has made it possible to reduce the backlog of cars on hand and traffic will soon be handled currently."

17 Non-op Unions File Wage Increase Demands

Demands for a wage increase of 20 cents an hour, to become effective on April 25, were served on the nation's railroads on March 25 by 17 non-operating railroad labor unions. The demands represent a payroll increase of approximately $524,000,000 per year based on levels of employment expected during the months ahead.

Payroll taxes on this amount would add an estimated $44,000,000, bringing the total additional expense to the railroads to about $568,000,000 annually. This amount would be about twice the railroads' total net income last year and about twice the net now expected for 1947, even with the increase in freight rates which became effective on January 1.

Work Reported Begun on First Albanian Railroad

Construction work on the first railroad in Albania was begun early this month, according to a recent report from Belgrade, Yugoslavia. The line is planned to run from Port Durazzo on the Adriatic coast to Albasan, about 50 miles inland.

Hunt Medal Awarded to Ihrig

Harry K. Ihrig, director of laboratories for the Globe Steel Company, was awarded the Robert W. Hunt Medal of the American Institute of Mining & Metallurgical Engineers at the institute's annual meeting in New York on March 19. The award was made to Mr. Ihrig for his paper, "The Effect of Various Elements on the Hot-Workability of Steels," which appeared in Metals Technology for October, 1945.

Carnegie-Illinois Price Changes

The Carnegie-Illinois Steel Corporation (a subsidiary of the United States Steel Corporation) has announced revisions in extra charges on certain products, which result in price reductions. The products are steel plates; shapes; bars; semi-finished material; alloys (bars and semi-finished); hot rolled, cold rolled and vitrenamel sheets; long ternes; and hot rolled strip.

R. W. Brown Elected Director of Insurance Company

Revelle W. Brown, president of the Reading, has been elected a member of the board of directors of the Insurance Company of North America. William S. Godfrey, John O. Platt, Clarence M. Brown, M. W. Clement, James E. Gowen and Horace P. Liversidge were reelected as directors.

Railroad Auto Service to Be Reestablished by June 1

"Rail-auto" service, whereby automobiles will be made available at destinations of passengers who request them when purchasing their railroad tickets, will be re-established in approximately 300 cities by June 1, H. W. Siddall, chairman of the railroad passenger interterritorial committee, announced in Chicago last week. Declaring that the service can be used for either business or vacation travel, Mr. Siddall said it would be an expansion of that which began operating in May, 1940, but which was discontinued during the war.

"The acute shortage of new automobiles has delayed resumption of this service,"

he stated, "but we hope to be operating in over 1,000 cities by the end of the year."

A reasonable rental charge will be made for a car, which will include gasoline, oil, maintenance and insurance, with the same rate prevailing when either one or five persons occupy the automobile, Mr. Siddall said. To facilitate the service, he added, identification cards will be issued to individuals and companies, who, then, will not be required to make a deposit for an automobile.

Col. Olsen Heads Washington Traffic Club

Lieutenant Colonel I. C. Olsen, chief of the General Traffic Branch, Office of Chief of Transportation, War Department, was elected president of the Traffic Club of Washington, D. C., at a March 19 meeting at the Mayflower Hotel in that city. He succeeds John W. Vessels, general agent of the Minneapolis & St. Louis.

Other officers elected were: First vice-president—C. Guy White, general agent, Pere Marquette; second vice-president—William E. Hayghe, Central Traffic Service, Bureau of Federal Supply; secretary-treasurer (re-elected)—Charles E. Milford, administrative officer, Finance Office, U. S. Army. The following were chosen as resident members of the board of governors: Francis G. McCann, general agent, New York Central; Eugene Gardner, representative, Chicago South Shore & South Bend; E. F. MacMillan, chief, Government Traffic Section, American Trucking Associations; L. A. Heatherman, general agent, Nashville, Chattanooga & St. Louis; and James R. Griffin, general agent, Missouri-Kansas-Texas. Lloyd A. Hornberger, traveling freight agent, Reading, and George L. Stern, assistant general freight agent, Baltimore Steam Packet Company, were elected non-resident members of the board.

State Commissioner Decries Tax "Discrimination"

Freight rate uniformity and transportation taxes are two of "many matters now pending which merit the serious consideration of Pacific Coast carriers and shippers," Harold P. Huls, president of the California Public Utilities Commission, recently told members of the Pacific Railway Club at San Francisco, Cal. His subject was "Transportation Pricing."

Discussing proposals for nation-wide "uniformity" in freight rates. Mr. Huls asserted that "freight traffic from and to the Pacific Coast moves upon rates that are lower mile for mile than those in effect in other sections of the country. This is necessary and proper in order to enable Pacific Coast products to compete with those produced in the territories located nearer the densely populated areas of the east. In making transcontinental tariffs, distance has been largely disregarded."

The commission president, pointing out the importance of the transportation tax, asserted that the California shipper pays $21.03 on a carload of oranges to New York, while his Florida competitor pays only $11.73. "If the California shipper were to send a car of steel to Pueblo, Colo., he would pay $22.86 in taxes," Mr. Huls stated. The Pueblo shipper would pay only $17.10 to ship a like car to California.

Freight Car Loadings

Loadings of revenue freight for the week ended March 22 totaled 844,041 cars, the Association of American Railroads announced on March 27. This was an increase of 2,894 cars, or 0.3 per cent, above the previous week, an increase of 39,435 cars, or 4.9 per cent, above the corresponding week last year, and an increase of 27,300 cars, or 3.3 per cent, above the comparable 1945 week.

Loading of revenue freight for the week ended March 15 totaled 841,147 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, March 15			
District	1947	1946	1945
Eastern	168,595	158,471	167,828
Allegheny	179,641	171,795	183,167
Pocahontas	64,385	60,362	52,714
Southern	139,319	139,329	129,678
Northwestern	91,918	88,094	83,241
Central Western	131,494	118,724	125,914
Southwestern	65,795	63,131	74,014
Total Western Districts	289,207	269,949	283,169
Total All Road	841,147	799,906	816,556
Commodities:			
Grain and grain products	51,568	48,371	44,070
Livestock	12,484	15,206	14,347
Coal	191,836	188,469	169,709
Coke	14,442	13,146	15,400
Forest products	48,715	42,273	41,904
Ore	14,825	10,380	17,080
Merchandise l.c.l.	125,059	122,735	108,578
Miscellaneous	382,218	359,326	405,468
March 15	841,147	799,906	816,556
March 8	805,789	786,189	767,055
March 1	850,031	782,397	785,736
February 22	776,689	723,281	772,396
February 15	799,977	707,054	784,703
Cumulative total, 11 weeks	8,844,562	8,119,231	8,425,489

In Canada.—Car loadings for the week ended March 15 totaled 72,720 cars, as compared to 65,561 cars for the previous week and 71,372 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

Totals for Canada:	Revenue Cars Loaded	Total Cars Rec'd from Connections
March 15, 1947	72,720	39,689
March 16, 1947	71,372	38,492
Cumulative totals for Canada:		
March 15, 1947	742,272	399,040
March 16, 1947	722,492	382,577

"Train of Tomorrow" to Begin Exhibit Tour in June

General Motors Corporation has announced that the "Train of Tomorrow," an experimental train to try out advanced ideas in railway passenger equipment, will be ready early in June to start a six-months' tour for public exhibition in principal cities throughout the country. The new train is designed as a "rolling laboratory" incorporating many refinements and innovations which are, in part, the results of the observations of a man assigned to ride trains for two months, noting needs and wants of the traveling public.

Explaining again that General Motors does not intend to enter the railroad car builders' field, C. E. Wilson, president of General Motors, states, "We are interested in the entire field of transportation, and, of course, we have a special interest in railroads because our Electro-Motive Division is the leading Diesel locomotive builder. We also are interested as suppliers of other equipment to railroads: air-conditioning equipment through the Frigidaire Division, anti-friction journal box bearings through the Hyatt Bearing Division, and Diesel generating equipment through the Detroit Diesel Division and the Delco Products Division."

The "Train of Tomorrow" will consist of a coach, sleeper, dining car and lounge car, constructed by the Pullman-Standard Car Manufacturing Company, and powered by an Electro-Motive Diesel locomotive.

Conductors' Union Intervenes in Pullman Acquisition

The Interstate Commerce Commission has permitted the Order of Railway Conductors to intervene in the No. 29592 proceedings, wherein the so-called buying group of 56 railroads is seeking commission approval of pooling arrangements involved in transactions whereby it proposes to acquire the sleeping car business of the Pullman Company.

Save Private Business Through Public Relations—Kelly

An overall public relations program to preserve the private enterprise system, with every business institution and industry actively and directly participating, was advocated by George A. Kelly, executive vice-president of the Pullman Company, in an address in Rochester, N. Y., on March 25.

"Assuming a favorable political climate," Mr. Kelly told the New York Industrial Advertisers Association, "the public relations tools with which business can save itself are available in (1) the establishment and maintenance of sound business policies; (2) fuller service to the public; (3) greater candor in giving out information, and (4) presentation of the overall position of business in social and cultural history."

Increase in Air Fares

Passenger fares of domestic scheduled air lines will be increased 10 per cent on April 1 as a result of the Civil Aeronautics Board's approval of an agreement to that effect which had been filed by the carriers. The board's approval came in a March 21 report which announced that the agreement, entered pursuant to section 412(a) of the Civil Aeronautics Act, had not been found to be adverse to the public interest or in violation of the act.

C. A. B. recently instituted an investigation of air-line rates for the transportation of passengers and property on the theory that some adjustments "designed to accomplish an overall increase in the non-mail revenues" of the carriers "may be required." Its report approving the fare-increase agreement, which runs for 90 days, said that further proceedings in that investigation "will be had . . . at such time as further experience has indicated the

need for further adjustment of the rates, fares and charges of the respondents for the transportation of passengers."

An announcement from the Air Transport Association said that the increase "will only raise the present basic industry passenger fare of 4.68 cents per mile to approximately 5 cents per mile." It added that the latter "is substantially below the pre-war price of passenger transportation by air."

Perfect Shipping Campaign to Run Through April

With loss and damage to freight at a high level, the nation's shippers and railroads will join forces during April in a determined and continuous campaign against the causes of this economic waste, Irving M. Peters of Chicago, general chairman of the committee in charge of the drive and traffic manager of the Corn Products Refining Company, announced this week.

The campaign, Mr. Peters said, will be sponsored by the 13 regional shippers advisory boards and the national association of those boards. Others that will take an active part include the Association of American Railroads, the Railway Express Agency, the American Trucking Associations, and other transportation and shipping interests.

During April, meetings will be held throughout the country by shipper groups and railroad people in an all-out effort to reduce loss and damage in shipping. At the same time, he declared, the railroads will carry on a comprehensive and constructive program of analysis, education and improvement with a view to insuring careful handling of freight in transit.

"In view of the increasing loss and damage to freight," Mr. Peters commented, "this year's perfect shipping campaign is of the utmost importance, and every means must be employed to reverse the upward trend. It is a matter of great concern not only to the railroads and shippers, but also to the nation as a whole. The waste resulting from loss and damage to freight is a drag on business at a time when the country can ill afford delays in production and loss of manufactured goods.

"The campaign will point up things that so often mean the difference between safe and orderly transportation and a damaged shipment. For instance, it will lay stress on the importance of getting a shipment off to a good start by the use of the right container, and by proper packing and legible and complete addressing."

Transport Discussion on U. S. Chamber's Meeting Program

The preliminary program for the annual meeting of the Chamber of Commerce of the United States, to be held at Washington, D. C., April 28 to May 1, includes a general luncheon session on transportation. The session is now scheduled for April 30; and its agenda contemplates discussions of plans for railroad progress; the outlook for the trucking industry; air transport prospects and needs; and the merchant marine.

Purcell Elected Vice-Chairman of Alleghany Corporation

Robert W. Purcell, previously vice-president (law) of the Chesapeake & Ohio and vice-president and a director of the Alleghany Corporation, was elected vice-chairman of Alleghany at a recent meeting of the board of directors. The board also announced it had chosen a slate of 10 candidates for directors (nine of whom are up for reelection) to be presented to the stockholders at the annual meeting in Baltimore, Md., on May 7. Brooks Potter, the tenth candidate, of the Boston, Mass., law firm of Choate, Hall & Stewart, will represent holders of Alleghany's prior preferred stock.

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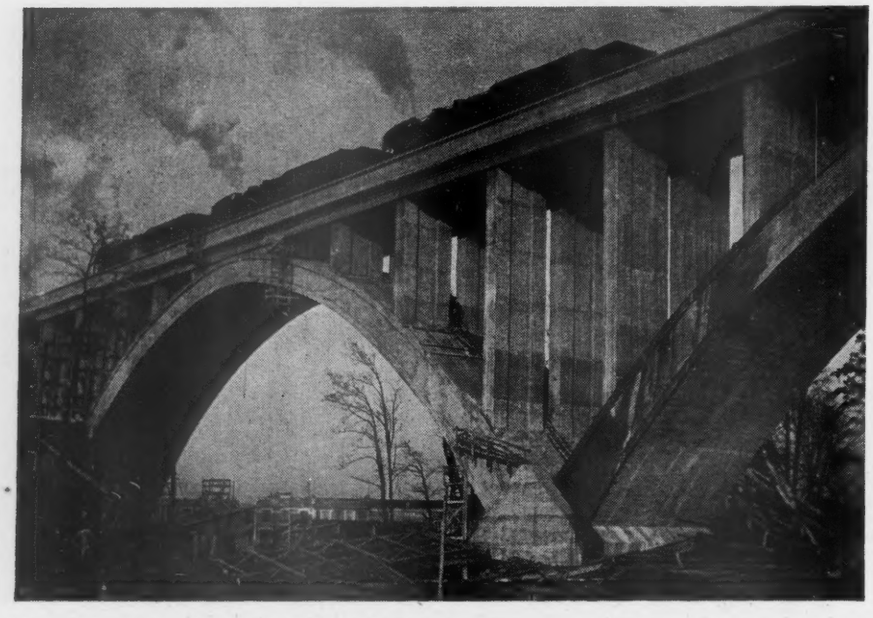

Photo courtesy French Press and Information Service

On August 24, 1944, the retreating German army destroyed all four arches of a railroad bridge across the Marne river at Villiers-sur-Marne, France. A year later the work of reconstruction was begun and in December, 1946, it was finished. This view shows locomotives crossing the structure for the first time in more than two years.

Great Northern Says Too Many Box Cars Stay in the East

Explaining that "it will be a year or more before enough box cars can be built to bring the supply back to normal," even though the railroads have been told that an increasing amount of steel and lumber will be avaliable for their construction, the Great Northern is running advertisements in newspapers in its territory to tell its customers that the box car supply situation on its lines currently is worse than last August, and giving its reasons why it is unable to meet their demand for cars, though it "intends to continue its daily fight for an equitable supply."

The Great Northern owns 23,789 box cars, according to the advertisements. On March 10, it had only 13,737 box cars on its lines (57.7 per cent of ownership), of which 3,323 were Great Northern cars. "Where are 20,466 Great Northern box cars?" the advertisements inquired, and they offered the following answer to the question:

"Great Northern is not receiving its deserved, proportionate share of box cars because other lines, principally those in the East, are using them.

"Box cars do a lot of traveling. They roll from coast to coast and over both borders. Yet, Great Northern has strong convictions, based on observations and Association of American Railroads' statistics, that most of our truant cars are working for lines East of the Mississippi river. The association reported on February 1 (the most recent figures available) that box car possession on all railroads in the Eastern and Allegheny territories, then was 110.1 and 103.1 per cent, respectively, of ownership. The same association, of which Great Northern is a member, consistently has promised relief for shippers on the railway—and with equal consistence has failed to effect any appreciable improvement in getting our own cars back home."

Revenues, Expenses of Truckers Increased in 1946

Gross revenues and expenses of Class I motors carriers of property increased 17.8 per cent and 14.4 per cent, respectively, in 1946, as compared with 1945, according to figures released by American Trucking Associations, Inc. A.T.A. commented that "the hope of America's trucking industry for a quick and complete recovery in the first full year of peace from the financial difficulties of the war period failed to materialize fully in 1946 as Class I motor carriers . . . recorded an improved but still narrow spread between revenues and expenses."

The reporting carriers had a 1946 oper-

ating ratio of 96.1, as compared with the 1939-42 average of 95 and the 1945 ratio of 99.0. The latter year was described by the A.T.A. as the "worst" in the industry's history from a profit standpoint.

Last year's gross revenues of the 1,626 reporting carriers (out of a total of 2,100 class I truckers aggregated $952,198,235, as compared with $808,051,273 in 1945, while expenses for the same years amounted to $915,066,888 and $800,069,352, respectively. Intercity miles operated increased 9.7 per cent from 1,885,965,729 in 1945 to 2,068,815,710 in 1946, while intercity tons hauled increased 10.3 per cent from 100,856,130 tons in 1945 to 11,284,096 tons last year. Regional increases in gross revenues in 1946 ranged from 10.2 per cent in the Middle Atlantic region to 36.5 per cent in the Rocky Mountain region, while increased expenses varied from 7.2 per cent in the Middle Atlantic region to 35.4 per cent in the Rocky Mountain region.

A separate study for Class I common carriers of general freight showed that 780 such carriers had aggregate 1946 gross revenues of $574,924,593, as compared with $488,483,400 in 1945, an increase of 17.7 per cent, while their expenses increased 13.2 per cent from $489,646,939 in 1945 to $554,392,992 in 1946. The same carriers also reported respective increases of 6.1 per cent and 8.0 per cent, respectively, in intercity miles operated in intercity ton-miles hauled. Their operating ratio was 96.4 in 1946, as compared with 100.2 in 1945.

Train Journey Helps Students Learn Geography

"To learn geography without books" and "to get a better understanding of the West," approximately 75 cadets of Kemper Military School, at Booneville, Mo., recently completed an unusual one-week trip to California via the Atchison, Topeka & Santa Fe. Regular school classes were conducted en route by teachers who accompanied the group. The trip began at Kansas City, Mo., and included stops at Grand Canyon, Ariz., Los Angeles, Cal., San Francisco and San Diego.

Pere Marquette and Nickel Plate Honor C. & O. Credit Cards

The Pere Marquette and the New York, Chicago & St. Louis began honoring Chesapeake & Ohio credit cards on March 24, it has been announced by Robert J. Bowman, president of the C. & O. On the same day the Nickel Plate also put into effect the "pay-as-you-go" plan already operating on the C. & O. and the Pere Marquette. The New York Central has agreed to honor the credit cards at depot and city ticket offices for the purchase of railroad and Pullman tickets from cities on its lines served by joint through-car lines to destinations on the C. & O. beginning on April 1.

The arrangement with the New York Central will provide added credit service on C. & O. through-car lines from St. Louis, Mo., to Cincinnati, Ohio; from Chicago to Cincinnati and Toledo, Ohio; from Cleveland, Ohio, to Columbus, Ohio, and from Detroit, Mich., to Toledo, Mr. Bowman said.

Between January 27, he added, when the C. & O. credit cards became effective, and March 13, a total of 8,520 cards was issued —6,784 to individuals and 1,736 to corporation representatives. Including applications not yet processed, it is estimated 10,000 applications for cards were received in the first six weeks of the plan's operation.

Lacey, Barber and Harris Talk to A. U. Transport Class

E. F. Lacey, executive secretary of the National Industrial Traffic League, Colonel A. B. Barber, manager of the Transportation and Communication Department, Chamber of Commerce of the United States, and Representative Oren Harris, Democrat of Arkansas, a member of the House committee on interstate and foreign commerce, were guest speakers at recent evening sessions of the second Rail Transportation Institute, now being conducted at the American University, Washington, D. C., under the direction of Dr. L. M. Homberger. The addresses of Messrs. Lacey and Barber were delivered at a March 19 meeting while Representative Harris spoke at a March 25 session where he was introduced by R. V. Fletcher, president of the Association of American Railroads, who is also chairman of the university's board of trustees.

Mr. Lacey's talk included a warning that "we are nearer government ownership of our transportation systems today than ever before in our history," it being his view that "unless the carriers are in a position to furnish the type and volume of transportation which industry demands . . . government ownership is inevitable." The N. I. T. League executive secretary went on to suggest that the railroads could bring about greater efficiency and expedition in their freight service through: (1) More prompt pulling of cars made empty at industrial sidings (2) more efficient check of railroad yards for cars on hand; (3) careful inspection before placing cars for loading to determine whether or not they are suitable for the loading of the commodity to be shipped; (4) prompt use of embargoes where conditions warrant; and (5) speedier turn-around time and reduction of delays in terminals and congested areas.

Following a review of conditions leading up to the present shortage of freight cars, Mr. Lacey observed that "practically all" orders issued by the Office of Defense Transportation during the war were "directed against the shippers in the nature of penalties." "The suggestion often has been made that it might be very helpful, in expediting the movement of cars, if some penalty charge could be assessed against a railroad where it failed to move cars on schedule," he said. "As a matter of fact, a carrier is not penalized, other than perhaps the loss of business, whether it moves a car . . . on a schedule of six days or whether it takes 12 or 15 days."

Colonel Barber compared transportation rate structures in the United States and abroad and then urged enactment of S.110, the bill introduced by Senator Reed, Republican of Kansas, to stay the operation of anti-trust laws with respect to carrier rate-making procedures and other joint actions approved by the Interstate Commerce Commission. "The preservation of our competitive rate-making system," he said, "is highly important not only to the preservation of healthy conditions in transportation but also as a contributing factor in main-

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Colorful carvings by Mary Louise Lawser decorate the new coaches going into service on the Seaboard Air Line's "Silver Meteor" between New York and Florida

tenance of the dynamic American economy . . . which we hope to see appreciated and followed in greater measure throughout the world to the benefit of all peoples."

Representative Harris discussed the functions and activities of the House committee on interstate and foreign commerce, covering among other matters the national transportation inquiry which the committee now has under way. He said that he senses a fear on the part of the people that this country may follow the pathway of Great Britain in taking over the transportation facilities. In this connection Mr. Harris went on to assert that "our belief in this country is that we can have a better transportation system here under private operation."

In the discussion and question period which followed the congressman's address there was considerable talk of subsidies to transportation agencies. Judge Fletcher stated that under the former land-grant-rate set-up the railroads returned to the government many times the value of the lands originally granted. He went on to suggest that perhaps it would be a good idea to require the air lines to haul army and navy freight and personnel at half rates until they have thus reimbursed the government for its outlays on aids to air transportation.

Air Lines Set New Speed Record —in Getting Higher Rates

The Civil Aeronautics Board's approval of a 10 per cent passenger fare increase requested by 16 air lines, representing almost the entire domestic passenger carrying field, came four days after receipt of that request, Robert M. Edgar, assistant to the president of the Boston & Maine and Maine Central, said on March 25 in an address before the Rotary Club of Concord, N. H.

"The railroads, faced with more than 50 per cent increases in costs of wage, materials and supplies, last year filed a petition with the Interstate Commerce Commission for a freight rate increase," Mr. Edgar remarked. "The petition was filed on April 15. The commission made an interim report on June 20 following the wage decision in May which made the wage increases retroactive to the first of the year, granting small interim increases effective July 1. The final decision in the case was made December 5 and the increases, amounting to about 17 per cent, became effective January 1, 1947. For practically every railroad in the country it was too little and too late. A petition was filed on February 28,1947, for 10 per cent increases in passenger fares. The case has been set for hearing on March 31. When we will get the increases, if we get them, no one knows. Why railroads have to wait months and months for authority for a modest increase that common sense could decide in five minutes is beyond my understanding."

About three months ago, Mr. Edgar said, the Boston & Maine "ran an ad in the newspapers all over northern New England under the title 'You've Been Working on the Runway.' [See the *Railway Age* for January 11, page 152.] It brought forth a great deal of comment, some of it unfavorable, but the overwhelming majority of it was enthusiastically in agreement with what we said. . . . The ad made only one point and that was that no form of transportation or any other kind of economic endeavor has a right to operate for the financial benefit of a few people at a tremendous expense to all taxpayers. . . . We used the commercial air lines and their situation as the most flagrant example of these unsound economic policies and we are prepared to document our example with facts and figures.

"In addition to the millions of dollars in airports, airways and mail payments which the air lines have received, they have been the beneficiaries of the expenditure of countless millions of dollars in government experimental and developmental work which during the last war advanced the techniques of aviation probably the equivalent of 25 years in 5 years. . . . What all this has resulted in is a form of transportation which is by its very nature one of extremely high costs, which has been enabled to operate at abnormally low rates in competition with other forms of transportation. The service is artificial and uneconomical because those who use it do so at rates representing considerably less than cost, while the taxpayers generally, most of whom do not use the service, pay the balance of the cost out of the public treasury.

"I have been described as an alarmist," Mr. Edgar concluded, "because of some of the remarks that I have made publicly on this matter. We in the railroad business are not afraid of legitimate competition, but we are deeply concerned over competition artificially supported by taxpayers' money, including ours."

Road's Strike Embargo Upheld

The Chicago River & Indiana should not be held liable for damages as a result of its refusal last May to operate trains through picket lines established at the property of Spiegel, Inc., according to an opinion handed down by Judge U. S. Schwartz in Chicago last week. Judge Schwartz also held that the mail order firm's suit for $1,000,000 in damages brought against the road as a result of its action was a matter for consideration by the Interstate Commerce Commission.

In answering the damage suit, the C. R. & I. contended that if it had served the plaintiff at the time of the difficulties, a strike of its own employees might have been precipitated. The court had previously refused to grant Spiegel, Inc. a mandatory injunction requiring the line to service the company.

Club Meetings

The speaker at the March 13 meeting in the Hotel Pennsylvania, New York, of the Metropolitan Traffic Association of New York was James W. Harley, director of traffic of the United States Rubber Company and chairman of the membership committee of the National Industrial Traffic League. Mr. Harley outlined the functions and responsibilities of the industrial traffic management organization, pointing out how, by a scientific approach to the problems presented by existing conditions, it can contribute to the efficient operation of the shipper's business and best utilize the facilities of transportation, particularly of the railroads.

A "Kiddie's Easter Party" and luncheon sponsored by the Traffic Club of New York will be held in the grand ballroom of the Hotel Commodore, New York, on April 5. J. D. Spruill of Binney & Smith Co., chairman of the entertainment committee, will present a program after which Easter bags donated by the club members will be distributed.

The April 17 meeting of the New York Railroad Club will be the occasion of a demonstration of electronic food conditioning as applied to railroad dining cars. The speakers announced for the meeting, to be held in the auditorium of the Engineering Societies Building at 33 West 39th street, New York, at 8 p.m., include E. D. Campbell, vice-president in charge of engineering of the American Car & Foundry Co.; Owen Webber, president of Owen Webber, Inc.; A. E. Welch, manager of the radar range division of Raytheon Manufacturing Company, and Carl Kolb, manager of the marketing division of Birdseye - Snyder Division of General Foods Corporation.

A meeting of the Northwest Locomotive Association has been scheduled for April 17 at 8 p.m., at Woodruf Hall, St. Paul, Minn. A paper on locomotive construction will be presented by Paul D. Curtis of the American Locomotive Company.

The Western Railway Club will meet April 21, 6 p.m., at the Hotel Sherman, Chicago. Joseph F. Holland, vice-president of the Manufacturers' Bank & Trust Co. of St. Louis, Mo., will be the guest speaker.

The President's Conference on Fire Prevention will meet in Washington, D. C., May 6, 7 and 8.

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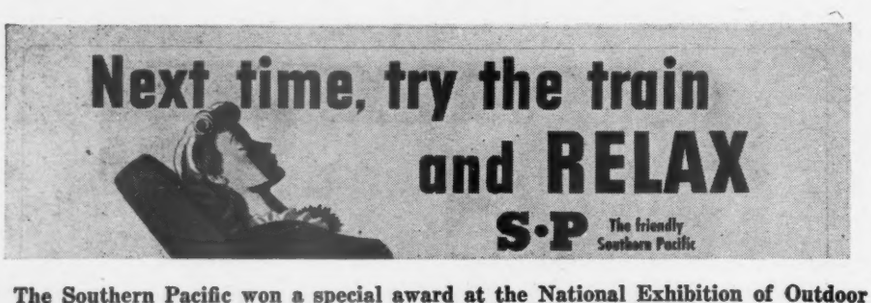

The Southern Pacific won a special award at the National Exhibition of Outdoor Advertising Art for the best painted highway display sign

A list of current publications appears on page 683.

With the Government Agencies

House Passes R.R.B. and N.M.B. Money Bill

Former gets increased appropriation to carry the load imposed by Crosser Act

Appropriations totaling $690,793,000 for the Railroad Retirement Board and $850,700 for the National Mediation Board and National Railroad Adjustment Board are provided in H.R. 2700, the so-called Labor-Federal Security Appropriation Bill for the fiscal year ending June 30, 1948, which was passed by the House of Representatives on March 25. The bill had been reported favorably from the House committee on appropriations on March 21.

The $690,793,000 provided for the Retirement Board is the amount sought in President Truman's budget estimates as finally revised; and it compares with anticipated fiscal 1947 appropriations (including pending deficiency requests) of $301,330,000. It includes $685,072,000 to be appropriated to the Railroad Retirement Account in the Treasury and $5,721,000 for the board's administrative expenses under the Railroad Retirement Act. The latter compares with an anticipated fiscal 1947 figure of $3,097,000.

Board's Work Tripled—With the reporting of the bill the appropriations committee made public testimony presented by representatives of the interested agencies before one of its subcommittees. Such presentations included a statement from William J. Kennedy, chairman of the Retirement Board, who explained that the high cost of administration was due largely to the Crosser Act, which "more than tripled the board's administrative load." Without reference to the fact that the board's former chairman, Murray W. Latimer, was a leading advocate of the Crosser Act, Mr. Kennedy also told the committee that the liberalizing amendments "are mandates of Congress with which the board must comply."

The subcommitte also heard Robert H. La Motte, chief executive officer of the board, who expressed the effect of the Crosser Act "in the number of checks we will be sending out each month." He said that at the present time about 190,000 checks are going out monthly to annuitants; and that in 1948 "we figure . . . the number will jump up to nearly 400,000 checks each month."

The bill carries no appropriation for the board's work of administering the Railroad Unemployment Insurance Act since that act provides that, with certain limitations, 10 per cent of the taxes collected thereunder shall be available for administrative purposes. The President's budget, submitted to Congress in January, estimated that $12,700,000 would thus become available to the board during fiscal year 1948.

The $850,700 provided for the Mediation and Adjustment boards is $37,300 less than the amount proposed in the President's budget, but it is $104,500 more than the anticipated total appropriations for the current fiscal year. The largest increase as compared with the current year is $68,000 for the Adjustment board, mainly to provide for increases in rent for its offices. Other increases include $9,000 (from $110,000 to $119,000) in the amount allowed for arbitration and emergency boards; and $27,500 (from $20,500 to $48,000) in the total amount allowed both boards for printing and binding.

"Apprentice" Mediators—At the subcommittee hearings, Chairman Frank P. Douglass of N. M. B. was questioned at some length regarding the board's plan to add two "associate mediators" to its staff at annual salaries of $4,150. The questioning ran to the necessity for paying such salaries rather than to the desirability of employing the associate mediators, who would become in effect "career men."

Mr. Douglass explained that the board's mediators have usually come out of labor organizations or railroad general offices; and that "there has been a certain amount of suspicion in the minds of different organizations, and quite a lot of competition among these organizations, and in some instances we cannot put a man who has come out of one organization in on a case that involves a rival organization." He also said that five or six of the mediators are approaching the retirement age.

"The idea in asking for two associate mediators," Mr. Douglass continued, "is to take a couple of young fellows who just finished up their education and who have not come out of any organization or out of any carrier's office, and start them in. We have a lot of work that needs to be done in our office, such as correlating the contracts we have there for the benefit of the mediators, and then we can assign these young chaps out to assist mediators and train them ourselves, so that when our retirements come in on us . . . we will have a couple of young fellows trained to the point where they can step into the mediator's field."

When the salary question was raised by Representative Anderson, Republican of Minnesota, who thought $4,150 was rather a high scale for men "fresh out of college," N. M. B. Secretary Robert F. Cole suggested that perhaps the type of men desired could be employed at a lower initial salary and gradually promoted to the rate of a full-fledged mediator. With respect to the increase in the appropriation for printing and binding, Assistant Secretary M. D. Lewis explained that some of the additional amount would be used for printing the board's findings in representation cases in pamphlet form for the convenience of interested parties who would be charged for copies of such pamphlets.

Briefs Due April 11 in Car Service Probe

Views of shippers mark end of hearings; oral argument to be held

Hearings in connection with the Interstate Commerce Commission's No. 29669 investigation of railroad practices with respect to freight car service, were concluded before Division 3 on March 21 following four days of testimony. The commission has set April 11 as the final date for filing briefs on the question of whether it should promulgate and enforce car service rules to replace those of the Car Service Division, Association of American Railroads. Oral argument in the proceeding will be held following issuance of a proposed report.

Additional testimony by W. C. Kendall, chairman of the Car Service Division, and various shippers' representatives, marked the concluding sessions of the hearing. The bulk of Mr. Kendall's testimony was offered March 18 and 19, as reported in *Railway Age*, March 22, page 624.

Commenting upon a proposal made by agents of the I.C.C.'s Bureau of Service that the railroads should be required to deliver an empty car to a shipper within 24 hours after it has been ordered and haul it away within 24 hours after it has been loaded, Mr. Kendall said that such a suggestion would be "quite impracticable, unwarrantably expensive and not responsive to the deficiencies which it is sought to correct."

Police Duty — "Prescription by the . . . commission of such a rule would represent an undertaking on the part of the regulatory body to enter in and assume direct responsibility for individual railroad operation," Mr. Kendall stated. "Its enforcement would involve the establishment and maintenance of a large governmental supervisory force; it would divert the attention of railroad officers from their essential functions to a mass of investigation work and reporting. It could hardly fail to reduce the high sense of individual responsibility and pride of performance which now characterizes railroad management. It would, in my judgment, be seriously ill-advised, and I am certain that in this regard I speak the thought of the experienced railroad transportation officers of this country."

Replying to complaints made by shippers from Indiana, Illinois and neighboring states that box cars were being moved empty from the eastern seaboard to the western grain-loading areas, Mr. Kendall said that the C.S.D. has issued 28 permits which provide for the load-

ing 110 cars daily for such shipments. Asserting that the program has not retarded the movement of empty cars to the grain-loading states, Mr. Kendall added that 1,652 empty box cars were moved through St. Louis, Mo., and Chicago to the grain shippers on March 17, on which day, he added, the shippers had requested 1,525 cars.

Coal Producers' Views—Coal shippers testifying at the hearing contended that when a railroad applies to the I.C.C. for authority to extend its line, the I.C.C. should require assurance that the applicant is possessed of "adequate car supply" to serve the mines which would be developed upon the line "without detriment to the car supply and the trade of existing operations." They declared that the I.C.C. should attach a condition to its order authorizing the extension which would obligate the applicant to secure the necessary cars.

That suggestion was offered by A. S. Boden, traffic manager of the Western Pennsylvania Operators Association, and G. S. Brackett, president of the Northern West Virginia Coal Association, who also said that the carrier should be satisfied that the extension would furnish sufficient business to justify construction and maintenance "without detriment to the car supply of existing operations," and that "the essential point to be determined [was] whether, as a result of the connection, tonnage of coal will be increased from the standpoint of the consumer and freight revenues will be increased from the standpoint of the carrier."

At the same time, they urged that the Monongahela, which is jointly owned by the Pennsylvania, the Baltimore & Ohio and the Pittsburgh & Lake Erie, should be supplied by those roads with sufficient coal cars to meet its loading requirements.

The grain shippers' viewpoints were summarized by W. R. Scott, executive vice-president of the Kansas City, Mo., Board of Trade, who represented 31 grain markets, grain dealers associations, flour millers and grain cooperative associations. As noted in *Railway Age*, February 1, page 278, Mr. Scott was the principal witness for the same interests at freight car shortage hearing conducted earlier this year by a sub-committee of the Senate committee on interstate and foreign commerce.

W. R. Scott Testifies — Mr. Scott charged that the C.S.D. was not properly handling the distribution of freight cars and criticized Mr. Kendall for what he called the C.S.D. chairman's failure to build up the supply of cars on western lines. It was Mr. Scott's contention that such supply should be approximately 95 per cent of the western-line ownership. He also urged that (1) 1,200 empty cars be delivered daily to the grain-loading areas, with a "fair proportion" of that number being ordered to home lines; (2) eastern railroads be required to return cars to meet the demands of Illinois and Indiana shippers; (3) the per diem rate be increased to as high as $10 daily; and that (4) the I.C.C. rather than the railroads issue car distribution orders during "emergency" periods.

Another shipper representative, O. E. Anderson of General Mills, Minneapolis, Minn., told the commission that the freight car situation has been "particularly bad" since the end of the war. He said that his industry normally requires the use of tight box cars but "will take anything it can get these days." He said that many shippers are repairing damaged cars at their own expense and that numerous flour mills are being forced to shut down because of their failure to procure sufficient freight car equipment.

Among the other shipper witnesses to testify, F. B. Townsend, representing the Minneapolis, Minn., Traffic Association, contended that the I.C.C. should handle the shortage situation with service orders until December 31, 1947, and "then give the authority back to the railroads where it primarily belongs." Also advocating an increase in per diem rates, Mr. Townsend charged that the shippers have to "wait around for too many railroad orders and permits to be approved" before empty cars are delivered and loaded cars are picked up by the carriers.

The commission denied a request, made by Mr. Scott and supported by Mr. Townsend, that it conduct oral argument on the question whether or not it should issue emergency service orders as a means of alleviating the present freight car shortage. Both shippers' representatives offered to submit for commission consideration what they described as "sample service orders."

More Money for O. D. T.

President Truman has signed H. R. 1968, the recently-enacted "urgent deficiency appropriation bill," which provides $136,500 to permit the Office of Defense Transportation to continue functioning until next June 30.

Hearing on Per Diem Complaint

The Interstate Commerce Commission has set May 13 as the date for initial hearings in the No. 29587 proceeding wherein more than 160 short-line railroads are assailing the February 1, 1945, increase from $1 to $1.15 in the per diem rate for the rental of freight cars and asking that it be cut to 95 cents with an award of reparations. The hearing will be held in Washington, D. C.

Pre-Hearing Conference Is Set in Mail Pay Proceeding

Secretary W. P. Bartel of the Interstate Commerce Commission has announced that a pre-hearing conference in the Docket No. 9200 proceeding, in which the railroads seek an increase of 45 per cent in rates for the handling of United States mails, will be held April 15 in the Washington, D. C., office of Commissioner Mitchell. The carriers' proposals were reported in *Railway Age*, March 1, page 464.

According to Secretary Bartel's notice, representatives of parties expecting to offer evidence when the proceeding is assigned for hearing before the commission should appear at the conference for the purpose of "determining the nature of the evidence to be offered and . . . agreeing upon such other matters as may aid in the simplification of the evidence and the disposition of the proceeding."

Court Fines Rock Island $125 for Violating I. C. Act

Secretary W. P. Bartel of the Interstate Commerce Commission has announced that the commission is in receipt of information from the United States attorney at St. Paul, Minn., to the effect that the Chicago, Rock Island & Pacific was found guilty by Federal Judge Donovan in five counts on an information charging that the carrier violated Section 3(2) of the Interstate Commerce Act by unlawfully extending credit in connection with 5 carload shipments delivered at Albert Lea, Minn., in April, May and August, 1945. The court imposed a fine of $25 on each count.

Car Service Orders

Interstate Commerce Commission Service Order No. 369, which provides for "super-demurrage" charges on closed box cars, has been modified by Amendment No. 11 to provide exemption for import, export, coastwise (including Great Lakes) or intercoastal bulk grain or explosives traffic, during the period such traffic is held in cars at ports for transfer to vessels or held at United States-Canadian border crossings.

Service Order No. 653, which provides for "super-demurrage" charges on gondola and hopper cars, has been modified by Amendment No. 5 to extend to all bulk freight the exemptions provided for traffic held at ports for transfer to vessels or held at United States-Canadian border crossings.

Service Order No. 260, which restricts the salting of ice in refrigerator cars loaded with citrus fruits in California, Arizona, Texas or Florida, has been modified by Amendment No. 7 which allows 3 per cent salting of shipments of oranges and grapefruit originating in Texas.

Service Order No. 699, which authorizes railroads to furnish two single-deck stock cars for each 50-ft. box car ordered to transport empty containers for petroleum products from points in certain central western and southwestern states to southwestern destinations, has been modified by Amendment No. 1 which adds the state of Kansas to the described destination territory.

Service Order No. 696, which provides car-supply priority for export shipments of Maine potatoes consigned to the Army, has been modified by Amendment No. 1 to make Searsport, Me., as well as Portland, a consignment point. Service Order No. 697 which provides a similar set-up with respect to Red River Valley potatoes has been modified by Amendment No. 1 to reduce from 200 to 100 the maximum number of refrigerator cars per "working day" which the railroads involved are required to supply on a preferential basis for the Army shipments.

Amendment No. 2 to Service Order No.

668 sets back from March 31 to June 30 the expiration date of that order under which E. W. Coughlin functions as I. C. C. agent for the rerouting of loaded cars in eastern territory.

The Office of Defense Transportation has issued Revised General Permit 31 to General Order ODT-18A-Revised, which is the minimum-loading order for carload freight. The permit, effective from March 24 until June 30, modifies the loading requirements with respect to new fresh harvested Irish potatoes and new fresh harvested onions.

January Accident Statistics

The Interstate Commerce Commission has made public its Bureau of Transport Economics and Statistics' preliminary summary of steam railway accidents for January, as compared with the same 1946 month. The compilation, which is subject to revision, follows:

Item	Month of January 1947	1946
Number of train accidents*	1,537	1,431
Number of casualties in train, train-service and nontrain accidents:		
Trespassers:		
Killed	76	103
Injured	90	60
Passengers on trains:		
(a) In train accidents*		
Killed	10	3
Injured	101	175
(b) In train-service accidents		
Killed	1	5
Injured	199	246
Travelers not on trains:		
Killed	1	4
Injured	88	120
Employees on duty:		
Killed	55	58
Injured	3,264	3,918
All other nontrespassers:**		
Killed	190	218
Injured	718	788
Total—All classes of persons:		
Killed	333	391
Injured	4,460	5,307

*Train accidents (mostly collisions and derailments) are distinguished from train-service accidents by the fact that the former cause damage of more than $150 to railway property.

**Casualties to "Other nontrespassers" happen chiefly at highway grade crossings. Total highway grade-crossing casualties *for all classes of persons, including both trespassers and nontrespassers,* were as follows:

Persons:		
Killed	181	214
Injured	473	526

Maritime Commission Will Join in Rail-Water Rate Parley

The United States Maritime Commission will be represented at conferences which the Interstate Commerce Commission has directed railroads and water carriers to hold for consideration of proposals for adjustment of their competitive rate set-up. As noted in the *Railway Age* of March 22, page 624, the I. C. C. issued its "directive" after considering a Maritime Commission motion asking that the conference be required, and at the same time set three proceedings involving the competitive rate adjustment for hearing at Washington, D. C., on April 22.

In requiring the railroads and water carriers to confer, the I. C. C. suggested that M. C. might have a representative in attendance "if it desires to participate." M. C. promptly accepted, announcing that its representative would be George E. Talmage, Jr., chairman of its domestic shipping committee. The announcement further identified Mr. Talmage as the first director of the I. C. C.'s Bureau of Water Carriers, a former member of the Office of Defense Transportation staff, and former special assistant to the War Shipping Administrator.

Also, M. C. expressed "gratification" that the I. C. C. had ordered hearings in proceedings involving "rail freight rates that compete detrimentally with those of intercoastal water carriers." Actually only one of the three proceedings on which the hearing will be held relates to all-rail rates. It is No. 29663, Transcontinental Rail Rates. The other two are No. 29664, Intercoastal Water Rates, and No. 29708, All-Water, Water-Rail, and Rail-Water Rates between Pacific Coast Ports and Interior Points.

Emergency Board on L. & N.

Chairman Frank P. Douglass of the National Railway Labor Panel has appointed an emergency board from the panel to investigate a dispute between the Louisville & Nashville and employees represented by the American Train Dispatchers Association. The dispute involves the question whether the union's representation contract covers the positions of chief train dispatcher and assistant chief train dispatcher.

Bills in Congress

Representative Horan, Republican of Washington, has introduced House Resolution 158 which would direct the House committee on interstate and foreign commerce to make an "early and thorough" investigation with respect to the freight-car shortage. The committee would be required to determine whether the box car supply of the railroads is adequate; whether there has been a failure to make necessary materials available for the building of new cars; whether freight cars have been exported "to the detriment of business in this country"; and whether the Interstate Commerce Commission has "fully carried out" its duties.

Representative Kefauver, Democrat of Tennessee, has introduced H. R. 2648 to amend the Interstate Commerce Act "with a view to the establishment and maintenance of a classification of freight and a scale of class rates, adjusted so as not to discriminate among regions or territories in the United States."

Representative Gwynne, Republican of Iowa, has introduced H. R. 2657 "to protect the public interest with respect to practitioners before administrative agencies." The bill provides for a five-member credentials committee to issue credentials and annual renewal cards to practitioners. Committee members would include four representatives of executive departments of the government and a representative of the "legal profession"; they would be designated by the Attorney General with the approval of the President and consent of the Senate.

Credentials would be issued to attorneys who are members of the bar in good standing of the highest court of any state, while others would receive credentials on the basis of certifications by administrative agencies which would be required to conduct examinations or investigations of applicants. The Interstate Commerce Commission already has arrangements for examination and investigation of non-attorney applicants for admission to its bar.

Representative O'Hara, Republican of Minnesota, has introduced H. R. 2740 "to amend the Act of March 19, 1918, so as to provide that standard time shall be the measure of time for all purposes."

Senator Cordon, Republican of Oregon, has introduced S. 935 to amend the Interstate Commerce Act "so as to increase from two to three years the period of limitation on actions for undercharges and overcharges by or against railroad carriers, and to provide limitations on the time within which actions may be brought for the recovery of undercharges and overcharges by or against common carriers by motor vehicle and freight forwarders."

Senator Ferguson, Republican of Michigan (for himself and Senator Smith, Republican of New Jersey), has introduced S. 937 to establish 11 federal district labor relations courts. The new courts would be given jurisdiction over the interpretation of collective bargaining contracts and labor statutes. Such jurisdiction would extend to railroad cases, since the bill would for that purpose amend provisions of the Railway Labor Act relating to court review.

The Senate has now referred to its committee on labor and public welfare the bill (S. 670) introduced recently by Senator Hawkes, Republican of New Jersey, to strike from the Railroad Unemployment Insurance Act the sickness and maternity benefit provisions added last year by the Crosser Act. The bill was originally referred to the committee on finance, and the change of reference was made upon motion of that committee's chairman — Senator Milliken, Republican of Colorado. The Crosser Act was handled on the Senate side by the committee on interstate and foreign commerce, but the jurisdiction of the labor committee over such matters came about with the reorganization of congressional procedures at the opening of the present session.

Revision of Rates on Lumber Between South and Southwest

The Interstate Commerce Commission has granted railroads relief from the Interstate Commerce Act's long-and-short-haul clause to permit the establishment of a new adjustment of carload rates on lumber and related articles from points in Southern territory generally and Mississippi river crossings, Memphis, Tenn., and south thereof, to destinations in Southwestern territory; from points in Southwestern territory to Mississippi river crossings, Memphis and south thereof, and destinations in Southern territory generally, and from base points in Louisiana and Mississippi and points grouped therewith to Lake Charles, La., for export. The commission's report was by Division 2 in Fourth Section Application No. 20490 and five related proceedings.

The approved revision, as the report described it, is "intricate as well as extensive," and it "amounts to a general readjustment of the rates on lumber and related articles interterritorially between the South and Southwest and intraterritorially be-

tween the Southwest and the river crossings." It brought forth no opposition, since it was worked out by the southern and southwestern roads after conferences with shipper representatives.

The report further explained that the new rates will be based upon systems of grouping of origins and destinations. They were designed, "wherever and to the extent practicable, to preserve long-standing rate relations, accord uniformity in rates to points in the same commercial and industrial areas, and to avoid fourth-section departures and voluminous and expensive tariffs."

"Adequate" Protection for U. P. Track Cars Recommended

Recommendations that the Union Pacific provide "adequate block-signal or train-order protection for the movement of track motor cars on its line" have been made by the Interstate Commerece Commission in reports on two recent collisions involving trains and motor cars of that road. The reports followed investigations, conducted under the supervision of Commissioner Patterson, of a February 14 accident near Schuyler, Nebr., where a rear-end collision between a track motor car and a baggage-mail-express train resulted in the death of one employee, and of a February 16 accident near Farley, Ore., where a head-end collision between a motor car and a freight train resulted in the death of one employee and the injury of another.

The February 14 accident occurred 1.96 miles east of the station at Schuyler, which is 80.16 miles east of Grand Island, Nebr., on the U. P.'s line between the latter point and Council Bluffs, Iowa, a double-track line in the vicinity of the point of the accident, over which trains moving with the current of traffic are operated by signal indications. Track motor cars move in the territory on written line-ups of train movements, and they are insulated to prevent actuation of automatic block signals.

The motor car involved departed eastbound from Columbus, Nebr., 17.76 miles west of the point of accident, about 3:35 p.m., passed Schuyler about 4 p.m. and was struck about 25 minutes later by the baggage-mail-express train—eastbound No. 6 consisting of a locomotive and 18 cars. The employee killed was a signal maintainer, sole occupant of the motor car.

The investigation disclosed that, prior to departure of the motor car, the operator at Columbus had given the signal maintainer a written line-up of train movements which included information that No. 6 was on time. This line-up was found on the person of the signal maintainer after the accident and a copy of the current time-table was found in the vicinity. The signalman was last examined on motor car operating rules on May 16, 1946.

Although the weather was "cloudy," the motor car was moving on tangent track. Thus it was seen at a distance of about 3,000 ft. by the enginemen of No. 6, which was at that time moving at about 70 m.p.h., its limit being 80 m.p.h. Upon sighting the motor car, the engineer moved the throttle lever to closed position and made successive 7-lb. and 3-lb. brake applications. When the engine was about 1,000 ft. west of the point of collision he moved the brake valve to emergency position, and he said that he had meanwhile sounded alarm signals on the locomotive whistle. When the collision occurred, the speed of the train was about 35 m.p.h., that of the motor car "unknown."

The February 16 accident occurred on a compound curve, the maximum curvature of which is 3 deg. 10 min., at a point 1.1 miles west of the station at Farley, which is 39.9 miles west of the Dalles, Ore., on the U.P. line between that point and Portland, Ore., a single-track line in the vicinity of the point of the accident, over which trains are operated by timetable, train orders and an automatic block-signal system and an automatic train-control system. In this territory, too, only insulated track cars are used. There were, however, two track-occupancy indicators, one of the white-light type and the other of the semaphore type, governing movements of eastbound motor cars, located, respectively, 2,879 ft. and 1,737 ft. west of the point of the accident.

The motor car involved was traveling eastward, having departed from Bridal Veil, Ore., 20.4 miles west of Farley, about 6:20 p.m. At 6:57 p.m., when it was moving at an estimated speed of 20 m.p.h., its limit being 30 m.p.h., it collided head-on with the freight train—westbound First 699 consisting of a locomotive, 78 cars and a caboose. The train was 6 hrs. 47 min. late and was estimated to have been moving at its maximum authorized speed of 35 m.p.h. The employee killed was another signal maintainer, and the employee injured was a section foreman, the only occupants of the motor car.

At the time of the accident the weather was "clear" and it was "dark," but the motor car was equipped with two headlights while the train's headlight was "lighted brightly."

The investigation disclosed that about 4 p.m. the train dispatcher communicated by telephone with the signal maintainer at Bridal Veil and instructed the maintainer to proceed to a point about 12 miles east of Farley to investigate a signal failure. The train dispatcher, the report continued, "understood the signal maintainer to say that he would make the trip by automobile, and no information was given the maintainer regarding train movements in this territory." However, the signalman and the section foreman departed from Bridal Veil by motor car, with the former operating the car.

The section foreman said that before such departure he asked the signalman if he had obtained a line-up of train movements; and the maintainer replied, "O.K." The section foreman understood this to mean that the line-up had been obtained and he asked no more questions about the matter. The headlight of the approaching train was seen by the section foreman when it was about 500 ft. distant. He called a warning to the signalman and then jumped from the motor car before the collision occurred.

Noting that the train had no order restricting its movement with respect to the motor car, the report went on to say that the engineer saw the reflection of the headlights of the motor car about 500 ft. distant; and he "immediately made a service brake-pipe reduction, and sounded an alarm signal on the engine whistle." The collision occurred before the 35 m.p.h. speed of the train had been materially reduced. The section foreman, who had been maintaining a lookout to the rear while the signalman operated the motor car, said that he did not observe the indications displayed by the track-occupancy indicators or the automatic block signals immediately west of the point where the accident occurred. The indicators functioned properly in tests after the accident.

Both accidents were found by the commission to have been caused by "failure to provide adequate protection" for movements of track motor cars. The reports also called attention to the fact that, during the past three years, the commission has investigated 13 other collisions between trains and track motor cars. "These accidents," it added, "resulted in the death of 31 persons and injury of 25, and were caused by failure to provide adequate protection for the movement of track motor cars."

Harriman Names Call to I. W. C. Advisory Board

Secretary of Commerce Harriman has announced the appointment of George R. Call, of Sioux City, Ia., to membership on the Advisory Board of the Inland Waterways Corporation for the term expiring July 24, 1951.

The announcement identified Mr. Call as one who "has been very active in Missouri River improvement and conservation work for the past 25 years."

He is president of the Call Bond & Mortgage Co. and of the Northwest Dock & Transportation Co. He was president of the Sioux City-New Orleans Barge Line before the war and recently was appointed chairman of the resolutions committee of the Mississippi Valley Association.

Emergency Board Report

Upward adjustments in the rates of pay of supervisory mail and baggage employees of the Illinois Central at Central Station, Chicago, and reclassification of three positions to bring them into higher pay brackets has been recommended by the National Railway Labor Panel emergency board which investigated a dispute about the matter between the I. C. and the Brotherhood of Railway Clerks. The board was headed by H. H. Schwartz, who retired recently from the chairmanship of the panel and membership on the National Mediation Board.

The dispute involved six positions with present rates of pay ranging from $7.84 to $8.39, and the brotherhood proposed a range from $8.20 to $8.95. The board recommended a range from $8 to $8.84. Meanwhile it rejected the I. C.'s proposal for a "step-up or apprentice rate" below the $7.84 basic rate for mail and baggage handlers. The carrier's "insistence" on the latter, the report said, "has been the chief bar to possible settlement of this long-standing dispute," which arose in 1941.

The board found evidence that it arose "following an effort by certain alleged

Communists to bring about a strike by mail and baggage employees on all Chicago railroads." The brotherhood "opposed the strike program, and a leader in the movement was expelled" from membership. However, the brotherhood followed through promptly in April, 1941, to make the demands passed upon in the present report.

G. M. & O. Gets Illinois Truck Routes Totaling 735 Miles

Acquisition by the Gulf Transport Company, subsidiary of the Gulf, Mobile & Ohio, of the Dunbar Truck Service's operating rights on 10 Illinois routes totaling 735 miles in length has been conditionally approved by Division 4 of the Interstate Commerce Commission. The report in No. MC-F-3287 also authorizes acquisition of control of the rights by the G. M. & O.

Since the Dunbar operations were wholly within Illinois, the routes involved had been operated under that provision of the Interstate Commerce Act's section 206(a) which authorizes the commission to exempt such operations from the act's certificate requirements. In issuing a certificate to Transport, the commission attached the usual conditions (including so-called key-point restrictions), designed to insure that the trucking operations shall remain auxiliary to the rail services of the parent railroad.

With respect to that phase of the case the commission considered the lines of the Alton as part of the G. M. & O. system. It said that the pending merger arrangements are "in the process of final consummation." The majority report represents the view of Commissioners Mahaffie and Rogers. The other member of Division 4, Commissioner Miller, filed a brief dissenting-in-part opinion in which he said that the key-point restrictions were unnecessary.

Commerce Department Report on Express Business

Restoration of overall speed of service to pre-war standards as rapidly as conditions permit, reduction of loss and damage to shipments, elimination of split deliveries of "lot" shipments, further improvement of tracing service and delivery records and greater caution in making out shipping papers and receipts to avoid charging incorrect rates are among the improvements now required in express service, according to the latest industry report issued by the Transportation Division of the Department of Commerce's Bureau of Foreign and Domestic Commerce.

The report is a document of 63 mimeographed pages, its stated objectives being: (1) To outline the chief trends in the quantity and quality of service in express transportation and show the place of express service in the transportation system today; (2) to attempt to determine, from a study of trends in express service and other freight services, the needs of commerce for express service and the extent to which those needs are being satisfied; and (3) to appraise the probable effects of the recent express rate increases upon the volume of traffic and costs.

After tracing the history and development of express transportation in the United States and the growth of the Railway Express Agency, organized in 1929, the report noted that the first decade of R. E. A. operation was characterized by "improvements in service and reductions in rates to meet increasingly severe competition from motor and other carriers." During the same period, it added, arrangements were completed with all major air lines for the provision of air express service. It said that gross receipts increased gradually after the depression, but "had not attained their former level" until World War II.

The report also found that (1) rail express service is as fast as, or faster than, competing surface carriers and that air express service is as fast as, or faster than, competing air carriers; (2) when loss and damage expense is related to gross revenues, air express, parcel post and freight forwarders show the lowest ratios, and rail l.c.l. service the highest ratio of the agencies compared; (3) with respect to service coverage, the R. E. A. connects most of the principal towns and cities of the U. S. by railroad or combination rail-air service, while exclusive air express service is available only between the major cities; and (4) while the number of R. E. A. offices is less than the number of railroad freight stations and the number of post offices, coverage of rail express service by the R. E. A. compares favorably with its competitors.

"The same favorable comparison is found with respect to packing requirements, except that packing for air transport is sometimes less exacting than for surface transport," the report observed. "On the other hand, fewer restrictions as to types and value of commodities acceptable for shipment apply to rail express service than to any competing service except rail freight."

With respect to the increase in express rates authorized by the Interstate Commerce Commission in Ex Parte No. 163 last December, the report observed that "this increase will probably cause some diversion of traffic to competing agencies." "The greatest shift may be from express to parcel post service owing to the relatively large express rate increase in the lower weight brackets," it continued. "Some diversion also may occur to rail freight l.c.l. service, motor carriers and freight forwarders, particularly on shipments of 50 lb. and over moving short and medium distances."

According to the report, diversion to parcel post service would reduce the volume of shipments in the lowest weight brackets and "hence might increase overall profits by eliminating traffic in which handling cost exceeds revenue." "If the diversion occurs on a large scale, however, profits might be reduced, as some profitable traffic might be lost to the R. E. A.," the report also said.

"Recent increases authorized in rail and forwarder rates will generally limit the diversion of express traffic to those services and to motor carriers whose rates are competitive with rail l.c.l. and forwarder rates. But if the latter agencies increase rates less than to the extent authorized, some diversion may occur. It is not clear as yet whether the rail express rate increase will encourage the optimum volume of traffic, or will divert from the R. E. A. a sizable amount of traffic to which it is best fitted to handle."

Supply Trade

549 Locomotives Shipped by Baldwin Last Year

During 1946 the Baldwin Locomotive Works received orders for 194 steam and 328 Diesel-electric locomotives, according to the annual report. Shipments of 393 steam and 156 Diesel-electric engines were made. At the end of the year unfilled orders totaled $95,977,375. This backlog included, in addition to steam and Diesel-electric road locomotives produced at Eddystone, Pa., the smaller sizes of locomotives made by the subsidiary Whitcomb Locomotive Company and a wide diversity of other products. The steam locomotive backlog was sufficient to provide from five to six months additional work, and negotiations, as of March 15, were either in progress or pending on foreign orders which are expected to result in further orders.

Sales last year amounted to $85,328,630, compared with $155,954,002 in 1945. Net profit was $3,802,737, compared with $3,769,948. Current assets at the end of the year totaled $58,262,918, compared with $65,172,238. Current liabilities were $26,982,004, compared with $33,844,948.

Dulien Steel Products, Inc., Seattle, Wash., has announced that its new Seattle headquarters building on East Marginal Way opened on March 1.

The **Wheelco Instruments Company,** Chicago, has announced the appointment of **E. W. Heffernan** as manager of its new sales and service office at 424 W. Olney avenue, Philadelphia 20, Pa.

George W. Sines has been appointed chief engineer of the car division of the **Austin-Western Company,** at Aurora, Ill., succeeding **James D. Benbow,** who has retired.

Melville F. Peters, formerly in charge of research at **Titeflex, Inc.,** Newark, N. J., has been appointed chief engineer for the firm and will continue to direct basic research on Titeflex products.

C. F. Weil, sales representative of the **American Brake Shoe Company,** at Chicago, has been elected secretary of the **Allied Railway Supply Association,** succeeding **Joseph F. Gettrust,** whose death was reported in the *Railway Age* of February 22.

The **Colson-Merriam Company,** Baltimore, Md., and the **Mealpack Corporation of America,** New York, have jointly announced the appointment of Colson-Merriam as exclusive sales distributors of Mealpack containers and related accessories

throughout eastern Pennsylvania, southern New Jersey, Delaware, Maryland, District of Columbia, Virginia, North Carolina, South Carolina and Georgia.

Milton La Riviere has been appointed regional manager, St. Louis (Mo.) region, of the **Electro-Motive Division, General Motors Corporation,** succeeding **G. E. Anderson,** who has retired. **Robert E. Hunter** has been appointed district sales manager of the firm's Chicago region.

The **Union Asbestos & Rubber Co.** has announced its acquisition of all of the capital stock of the Carolina Asbestos Company, the operation of which will continue under the direction of its present management—**C. H. Carlough** as president, and **T. S. Sadler** as vice-president.

Lyle I. Martin, chief engineer of the **Morden Frog & Crossing Works,** Chicago, whose appointment as vice-president in charge of engineering, with the same headquarters, was reported in *Railway Age* of February 22, was born at Plano, Ill., on December 7, 1890, and received his higher technical training at

Lyle I. Martin

Lewis Institute, Chicago. He has been chief engineer of Morden since January, 1939. Previously he served as chief draftsman and sales engineer of the Morden Frog & Crossing Works, and, for two years, as civil engineer in the office of the chief engineer of the Chicago & North Western.

Lewis H. Harper has been appointed superintendent of the new treating plant of **The American Lumber & Treating Co.,** at Baltimore, Md. Designed for the treatment of lumber with creosote, Wolman salts, and Minalith flameproofing salts, the new plant covers approximately five acres.

The Link-Belt Speeder Corp., has announced the transfer of its general sales, credit and accounting departments from Chicago to 1201 Sixth street S. W., Cedar Rapids, Iowa. Communications concerning repair parts for series "300" and "500" machines will continue to be handled at 301 W. Pershing road, Chicago 9.

Railway Radiotelephone & Signals, Inc., a subsidiary of the Standard Railway Fusee Company, has taken over the engineering personnel formerly with the **Aireon Manufacturing Corporation,** Kansas City, Kan., and has established a plant for the manufacture of radiotelephone equipment at 1407 Central avenue, Kansas City, Mo. **F. A. Mesch** has been appointed manager of this office, with **John Ciba** and **J. C. Peterson** under his supervsion as chief engineer and chief radio engineer, respectively. **Dr. C. N. Kimball** is consulting engineer, with offices in Kansas City. The headquarters of the company remain the same as before, at 1108 16th street, N. W., Washington, D. C., where **S. W. Fordyce, III,** is vice-president and general manager, and **W. D. Siedel** is district manager.

OBITUARY

Rufus N. Hemenway, who retired on last January 1 as a vice-president of the Fafnir Bearing Company, died at Daytona Beach, Fla., on February 9. Mr. Hemenway was born in Ludlow, Vt., on February 22, 1872. He joined Fafnir in 1919 and during his first years with the company organized the industrial bearings sales program. Elected as vice-president in 1926, Mr. Hemenway was placed in charge of the sales of Fafnir railroad journal boxes in 1932 and continued in that work until his retirement.

Edwin W. Newcomb, Pacific coast sales manager for the primary battery division of Thomas A. Edison, Inc., Bloomfield, N. J., died at Oakland, Calif., on March 22 after a long illness. He was 76 years old.

Mr. Newcomb entered railroad service in 1898 as a battery man in the signal department of the Southern Pacific and served successively as signalman and foreman until March, 1904, when he was appointed division foreman of signals of the Oregon Short Line. He was appointed assistant signal engineer of that line in March, 1905, and a year later was advanced to signal engineer. In November, 1914, he joined the primary battery division of Thomas A. Edison, Inc., as its Pacific coast sales manager.

Frederick E. Pilliod, secretary and treasurer of the Pilliod Company since he

Frederick E. Pilliod

organized it in 1909, died on March 14. He was 81 years old. Mr. Pilliod, who lived in Swanton, Ohio, was also secretary and treasurer of the A. D. Baker Company.

William W. Clouser, chief mechanical engineer of the Buffalo Brake Beam Company, died at his home in Hackensack, N. J., on January 30, after an illness of several months.

Mr. Clouser was born on September 26, 1867, in Reading, Pa., where he received his early education. In 1884 he entered the service of the Philadelphia & Reading (now Reading) as a machinist apprentice studying engineering at night. Four years later he began work in the drafting room, where he subsequently advanced to chief locomotive designer. In 1902, Mr. Clouser came to New York as mechanical engineer on the plans for new and improved equipment for the Vanderbilt developments. The following year he joined Buffalo Brake Beam, where he devoted himself continuously for 44 years to the improvement of freight car brake beams.

Equipment and Supplies

LOCOMOTIVES

The SOUTHERN has ordered 3 6,000-hp. Diesel-electric freight locomotives and 4 1,500-hp. Diesel-electric switching locomotives from the Electro-Motive Division of the General Motors Corporation.

The CLINCHFIELD has purchased 6 steam locomotives of the 4-6-6-4 type. Built for the United States government by the American Locomotive Company in 1943, the engines had been leased to the Denver & Rio Grande Western.

An order for 13 1,000-hp. Diesel-electric switching locomotives has been placed by the CANADIAN PACIFIC with the American Locomotive Company, it was announced last week by W. M. Neal, chairman and president of the railroad.

In announcing the order Mr. Neal said the Canadian Pacific had been studying heavy freight and passenger runs with a view to adopting Diesel-electric locomotives for road service, and a test under actual operating conditions will be made. "The record of Diesels in our yards and on American roads," he said, "makes us doubt the economy of ordering more large steam locomotives."

FREIGHT CARS

The BANGOR & AROOSTOOK is inquiring for 150 50-ton gondola cars.

The CHESAPEAKE & OHIO has requested bids by April 17 on 3,000 hopper cars. These cars are to be equipped with friction bearings, the railroad indicated, as they will operate in interline service.

The MISSOURI-KANSAS-TEXAS is inquiring for 500 70-ton hopper cars.

The FRUIT GROWERS EXPRESS COMPANY has ordered 1,000 40-ton refrigerator cars,

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the railroads must anticipate traffic demands

Modern equipment cannot be built 'overnight', so far-sighted railroads order motive power with a high degree of versatility. Versatility such as is found in the 2-8-4 type locomotive recently delivered by Lima to the Richmond-Fredericksburg and Potomac.

These locomotives are capable of moving passenger trains at high speeds or handling heavy freight trains with equal facility and economy of operation.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED **INCORPORATED, LIMA, OHIO**

500 of which will be built at its Indiana Harbor, Ind., shops and 500 by the American Car & Foundry Co.

The BELT OF CHICAGO has ordered 50 70-ton hopper cars from the General American Transportation Corporation.

The CUDAHY PACKING COMPANY has ordered 150 40-ton refrigerator cars from its own shops.

The SOUTHERN has ordered 3,000 50-ton box cars from the Pullman-Standard Car Manufacturing Company and 1,000 50-ton hopper cars from the American Car & Foundry Co. The inquiry for this equipment was reported in the *Railway Age* for March 8.

The ATCHISON, TOPEKA & SANTA FE has ordered 500 50-ton, 50 1-2 ft., all-steel automobile box cars from the Pressed Steel Car Company to be built at the latter's Mt. Vernon (Ill.) shops. The first deliveries of the cars are expected to begin on October 1. Inquiry for this equipment was reported in *Railway Age* of February 22.

PASSENGER CARS

The CANADIAN PACIFIC is inquiring for 26 mail-baggage-express cars.

SIGNALING

The BALDWIN LOCOMOTIVE WORKS has ordered a set of two-speed inductive type automatic train control equipment from the General Railway Signal Company for installation on a locomotive for the Chicago & North Western.

The BALTIMORE & OHIO has ordered materials from the General Railway Signal Company for an installation of a 160-kc. inductive carrier train communication system at Lorain dock, Ohio. This order calls for 3 locomotive equipments and one wayside station.

The BOSTON & ALBANY (New York Central System) has ordered materials from the General Railway Signal Company for the installation of coded track circuits on the two-track and three-track road between Pittsfield, Mass., and Hinsdale, approximately 9 mi. Signal-control line wires will not be required for these circuits, as all signal controls will be transmitted through the rails. Type B plug-in relays, Type SA searchlight signals, and Type SC inoperative signals will be used on this installation.

Construction

DULUTH, MISSABE & IRON RANGE.— Division 4 of the Interstate Commerce Commission has authorized this road to construct a 28.6-mile extension to its so-called Wales branch, starting from a point near Whyte, Minn. The new line will provide transportation for forest products from lands controlled by the United States Forest Service. Cost of the extension, estimated at $1,179,650, will be financed from funds in the applicant's treasury.

Financial

BALTIMORE & OHIO.—*Equipment Trust Certificates.*—This road has applied to the Interstate Commerce Commission for authority to assume liability for $5,650,000 of series T equipment trust certificates, the proceeds of which will be applied toward the purchase price of 500 70-ton steel hopper cars, at an estimated unit cost of $3,906, from the Pressed Steel Car Company; 500 70-ton steel hopper cars, at an estimated unit cost of $3,886, from the Pullman-Standard Car Manufacturing Company; and 1,000 50-ton steel hopper cars, at an estimated unit cost of $3,177, from the Bethlehem Steel Company. (See *Railway Age*, of March 22, page 636.)

BEAUFORT & MOREHEAD.—*Lease.*—A. T. Leary, of Beaufort, N. C., general manager of this road, has applied to the Interstate Commerce Commission for authority to lease and operate the properties for a period of 10 years. The applicant, who would pay $3,000 annually under the proposed lease, said that the road would be able to operate to better advantage under individual management. Under the proposed plan, the road would have one executive officer instead of six.

CHESAPEAKE & OHIO.—*Annual Report.*—Operating revenues of this road in 1946 were $193,407,930, compared with $203,-332,146 in the preceding year. Operating expenses were $139,896,102, compared with $184,685,127. Fixed charges were $6,895,-920, compared with $7,075,281. Net income was $27,726,779, compared with $16,-379,847. Current assets at the end of the year were $71,351,421, compared with $82,-630,793. Current liabilities were $52,272,-567, compared with $44,734,820. Funded debt was $200,906,000, compared with $204,-981,000.

CHESAPEAKE & OHIO.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for $1,800,000 of 1½ per cent equipment trust certificates, the proceeds of which will be applied toward the purchase of 10 type 2-8-4 freight locomotives with 21,000-gal. tenders, at $227,153 each, from the American Locomotive Company. The certificates will mature in 10 equal annual installments starting April 1, 1948. The report also approves a selling price of 99.273, the bid of Harris, Hall & Co. and associates, on which basis the average annual cost will be approximately 1.64 per cent.

CHICAGO, BURLINGTON & QUINCY.—*Acquisition.*—Division 4 of the Interstate Commerce Commission, in a supplemental report in the Finance Docket No. 15200 proceeding, has authorized this road to acquire, through ownership of stock, control of the Missouri & Illinois Bridge & Belt. The acquisition was approved subject to the usual employee-protection condition. The applicant, which now owns 650 shares of the outstanding 1,430 shares of B. & B. stock, proposes to consummate the acquisition through the purchase of 520 additional shares held in equal amounts by the Missouri-Kansas-Texas, the Baltimore & Ohio, the Wabash and the Louisville & Nashville. The remaining 260 shares are held by the Missouri Pacific, which does not desire to sell. The purchase price of the stock is $266.67 per share. The commission noted that none of the other owners of B. & B. stock, except the M-K-T, uses the line; and that aside from some unusual movements of war traffic, approximately 90 per cent of the use has been by the Burlington.

DELAWARE, LACKAWANNA & WESTERN.—*Merger of Leased Lines.*—This road has applied to the Interstate Commerce Commission for authority to absorb the Passaic & Delaware Extension and the Morris & Essex Extension which it has been operating upder agreements that the application calls "in effect" leases. The two companies to be absorbed are joint applicants and the proposal is part of the general program whereby the Lackawanna has been simplifying its corporate structure while at the same time effecting reductions in system fixed charges and in income taxes of leased lines. All of the Passaic stock is owned by the Lackawanna, but there are minority holders of M. & E. E. stock who would be paid $75 per share under the merger plan.

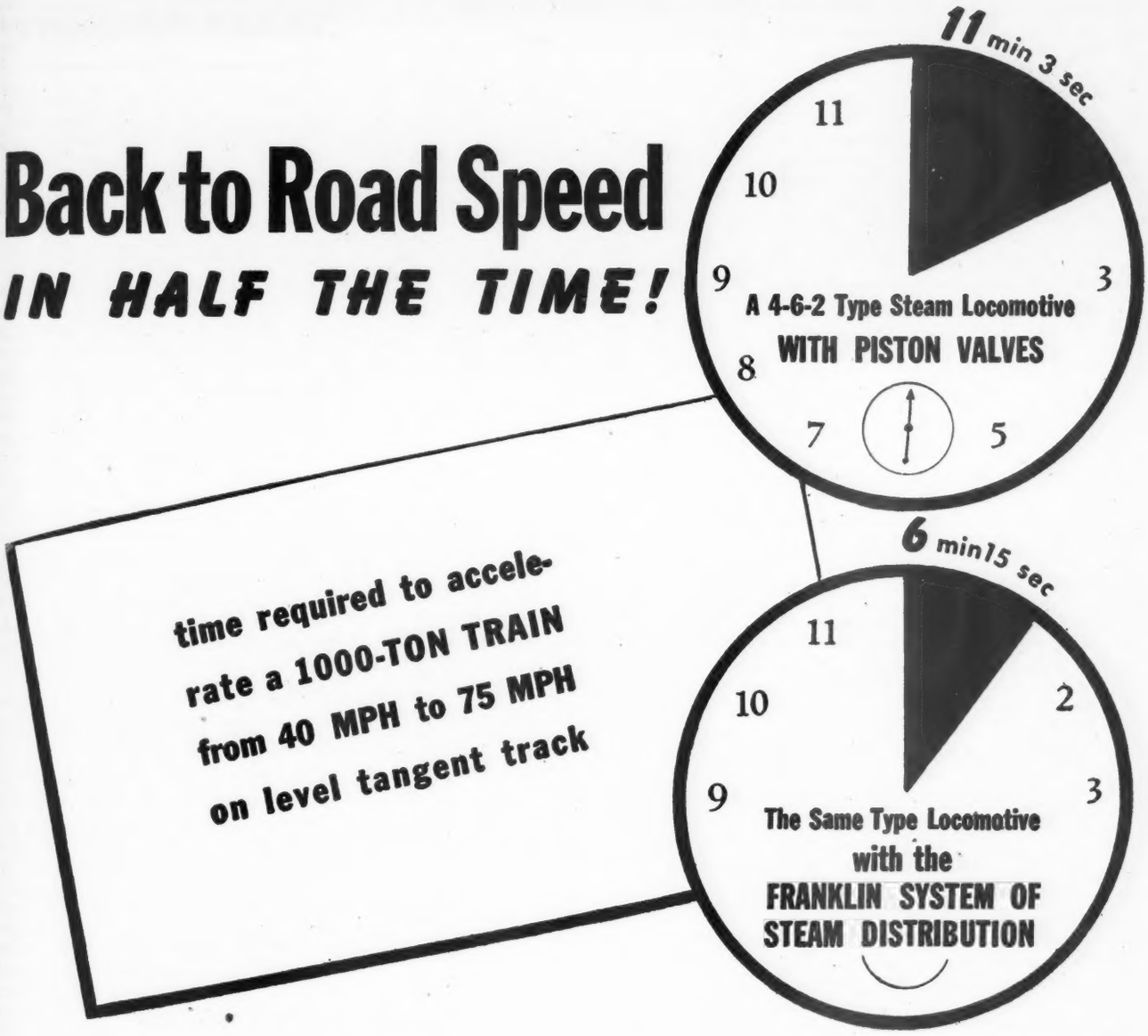
ERIE.—*Equipment Trust Certificates.*—This road has applied to the Interstate Commerce Commission for authority to assume liability for $5,440,000 of equipment trust certificates, the proceeds of which will be applied toward the acquisition of the following equipment: 300 hopper cars, at $3,500 each, from the Greenville Steel Car Company; 500 box cars, at $4,300 each, from the American Car & Foundry Co.; 4 1,000-hp. Diesel-electric switching locomotives, at $89,784 each, and 2 660-hp. Diesel-electric switching locomotives, at $69,-995 each, from the American Locomotive Company; and 7 4,500-hp. Diesel-electric passenger locomotives, at $444,931 each, from the Electro-Motive Division of the General Motors Corporation. The certificates, to be dated May 1, will be sold on the basis of competitive bidding.

NEW YORK CENTRAL.—*Trackage Rights.*—Division 4 of the Interstate Commerce Commission has approved an August 30, 1945, agreement whereby this road, as lessee of the Michigan Central will continue to operate under trackage rights over approximately 1.4 miles of the Nickel Plate line in Toledo, O. The applicant has operated over the line under an informal arrangement since November 1, 1933.

RUTLAND.—*Reorganization.* — Making a supplemental report in this road's reorganization proceeding, Finance Docket No. 14635, the Interstate Commerce Commission has denied the preferred-stockholder group's petition for modification of the plan of reorganization approved by Division 4 of the commission in the prior report of December 11, 1946. As noted in the *Railway Age* of December 28, 1946, page 1093, the plan will wipe out preferred and common stockholders as it reduces the capitalization from $18,296,300 to $10,992,950, the latter to consist entirely of new preferred

News Department continued on next left-hand page

Back to Road Speed
IN HALF THE TIME!


11 min 3 sec
A 4-6-2 Type Steam Locomotive
WITH PISTON VALVES
time required to accelerate a 1000-TON TRAIN from 40 MPH to 75 MPH on level tangent track
6 min15 sec
The Same Type Locomotive
with the
FRANKLIN SYSTEM OF
STEAM DISTRIBUTION

The time required to get a train back to road speed after a slow down is dependent upon the power available for acceleration. Locomotives equipped with the Franklin System of Steam Distribution produce the increased horsepower required for faster acceleration, speeding up of schedules and the making of difficult schedules under adverse weather or operating conditions.

As indicated by the diagram, nearly five minutes were saved in regaining road speed from one slow down by a poppet-valve locomotive. Multiplying this by the several slow downs on a typical division shows the time-saving possibilities of the Franklin System of Steam Distribution. Yet this is only one of its advantages—fuel saving and saving in maintenance may be even more important.

THE
FRANKLIN SYSTEM
OF
STEAM DISTRIBUTION

FRANKLIN RAILWAY SUPPLY COMPANY, INC.

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
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and common stock. In its final form, the proposal of the preferred-stockholder group was that the new capitalization should be fixed at $15,164,574, consisting of $4,981,750 of preferred stock and $10,182,824 of common. Of the latter, $2,560,800 would be allotted to present preferred holders on the basis of one share of new common for 3½ shares of old preferred. The commission's report proceeded to its adverse finding by discounting the petitioner's calculations as to the prospects for earnings on the proposed higher capitalization. It found in effect that Division 4 had properly appraised the outlook.

A separate concurring expression came from Commissioners Mahaffie and Mitchell, who called attention to what seemed to them to be "additional support for the conclusion reached." They pointed out that, as of January 1, the total principal and interest claims of the bondholders found eligible to participate in the distribution of new securities under the plan amounted to $12,603,170 or $1,610,220 more than the approved new capitalization. Also, they calculated that the bonds to be exchanged under the plan have a total current market value of only about $1,325,000.

"If such market valuation be taken as the public appraisal of the value of the new securities to be exchanged for the existing securities, then it is undeniable that the treatment of present bondholders falls far short of satisfying their claims," the concurring commissioners continued. "In such a situation the present stockholders can have no valid ground of complaint because of a finding that there is no basis for their participation in the plan. This conclusion is in harmony with the Supreme Court's decision in *Insurance Group Committee v. Denver & R.G.W.R. Co.* wherein the court said: 'Until it can be contended with some show of reasonableness that the creditors senior to the creditors and stockholders whom the debtor represents here have received more in value than the face of their claims, the debtor's insistence on a reexamination of the plan is without substantial support.' " (See *Railway Age* of February 8, page 323.)

Meanwhile, Commissioner Miller filed a brief dissenting opinion wherein he said that he would grant the petition to the extent that it seeks an increase in the total capitalization, but he did not approve "entirely" the allocation of new securities proposed therein. Mr. Miller also cited his dissent to the prior report, which contained a detailed expression of his views on the matter. Commissioners Alldredge and Barnard, the latter "being necessarily absent," did not participate in the disposition of the case.

PERE MARQUETTE.—*Promissory Notes.*—This road has awarded $628,000 of promissory notes to the National City Bank of New York on the latter's offer of a 1.75 per cent interest rate. The notes, to be issued under a conditional sales agreement, will be dated April 1, 1947, and are to be payable quarterly over a period of 10 years. Proceeds from their sale will be used to finance approximately 80 per cent of the cost of 4 2,000-hp. Diesel-electric passenger locomotives to be built by the Electro-Motive Division of the General Motors Corporation at a total estimated cost of $804,277.

SMOKY MOUNTAIN.—*Reorganization.*—This road has filed in the United States district court at Knoxville, Tenn., a petition for reorganization under Section 77 of the Bankruptcy Act. The petition, a copy of which has been filed with the Interstate Commerce Commission, asserted that the road, as of February 28, had $285.73 in cash on hand and $41,947 in debts. It operated at a loss of $25,092 in 1946. The court has appointed J. W. Bush as temporary trustee pending a hearing on April 10 on the question of naming a permanent trustee. The petition also referred to the pending application for authority to abandon the entire line which was filed with the I. C. C. following cessation of operations due to a washout January 20 which could not be repaired for lack of funds. It stated further that there were no funds to finance the abandonment proceeding, pay employees or meet other obligations.

SOUTHERN PACIFIC.—*Annual Report.*—Operating revenues of this system in 1946 totaled $484,836,392, a decrease of $105,426,139, or 17.86 per cent, under the figure for the preceding year. Operating expenses were $431,408,853, a decrease of $19,736,744, or 4.37 per cent. Fixed charges amounted to $23,112,412, a decrease of $2,888,145, or 11.11 per cent. Net income was $25,281,106, a decrease of $7,824,333, or 23.63 per cent. Current assets at the end of the year were $183,266,961, compared with $259,768,513. Current liabilities were $80,739,112, compared with $147,555,369. Long term debt was $536,639,188, compared with $534,452,817.

SOUTHERN PACIFIC.—*To Reincorporate in Delaware.*—Stockholders of this road, at a special meeting scheduled to be held two hours after the regular annual meeting is called to order on May 14, will be asked to vote on a plan to change the company's corporate domicile from Kentucky to Delaware. The change, proposed as a solution of the tax problems which have arisen from the incorporation in Kentucky and which resulted in the payment of $4,001,693 in 1946 in settlement of certain tax claims made by the state, proposes only the reincorporation of the present company under the same name in another state. Stockholders and creditors would continue to have the same rights and interests they now possess and the present officers and directors would continue in office.

Average Prices Stocks and Bonds

	Mar. 25	Last week	Last year
Average price of 20 representative railway stocks..	48.36	48.85	63.95
Average price of 20 representative railway bonds..	91.12	91.05	102.70

Dividends Declared

Belt Stockyards.—common, 50c, quarterly; 6% preferred, 75c, quarterly, both payable April 1 to holders of record March 21.

Kansas City Southern.—4% non-cum preferred, $1.00, payable April 15 to holders of record March 31.

Maine Central.—6% prior pfd., $1.50, quarterly, payable April 1 to holders of record March 25.

New York, Chicago & St. Louis.—6% preferred A (accum.), $1.50, payable April 15 to holders of record March 31.

Abandonments

ATCHISON, TOPEKA & SANTA FE.—This road has applied to the Interstate Commerce Commission for authority to abandon virtually all of its line between Portland, Colo., and Canon City, where it proposes to acquire trackage rights over a parallel line of the Denver & Rio Grande Western. The trackage proposed to be abandoned totals 11.2 miles, including all of the Portland-Canon City line except certain tracks in the vicinity of Canon City and Florence, Col., and an 0.85-mile segment of the applicant's Rockvale branch near Florence. The application explained that the abandonment was decided upon when it was determined that the cost of work required to protect the roadbeds against floods would be prohibitive if both lines were involved.

ATLANTIC COAST LINE-LOUISVILLE & NASHVILLE.—Division 4 of the Interstate Commerce Commission has authorized these roads and their lessor, the Lexington Terminal, to abandon, including operation by the former, a 1.44-mile line near Crawford, Ga. The commission said, that truck competition and the proximity of the Georgia at Crawford contributed to the difficulties in trying to obtain and hold sufficient traffic to warrant continued operation of the line.

DELTA VALLEY & SOUTHERN.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon approximately 11 miles of its line in Mississippi county, Ark. The commission noted that the line, in its present condition, is unsafe for continued operation and that the applicant is without funds to make the necessary repairs. The commission said that the cost of improving the segment would far exceed the possible revenues from rail traffic available in the territory.

OUACHITA & NORTH WESTERN.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon the remaining portion of its line, extending approximately 10.5 miles from Bethel, La., to Standard. The commission noted that a lumber company, the chief shipper on the line, will utilize the facilities of the Missouri Pacific and various motor carriers.

SMOKY MOUNTAIN.—This road has applied to the Interstate Commerce Commission for authority to abandon its entire line from Vestal, Tenn., to Sevierville, 29.2 miles. Authority is also sought to abandon operation under trackage rights over 2.2 miles of Southern tracks between Vestal and Knoxville, Tenn. The application stated that washouts put the line out of service in January, and the road has no funds, bank credit or other borrowing power with which to provide the $6,000 that would be required to pay for the necessary repairs. As noted in the *Railway Age* of February 22, page 430, the Railroad & Public Utilities Commission of Tennessee recently asked the I. C. C. to investigate the cessation of operation and meanwhile to issue a summary order requiring "imme-

News Department continued on next left-hand page

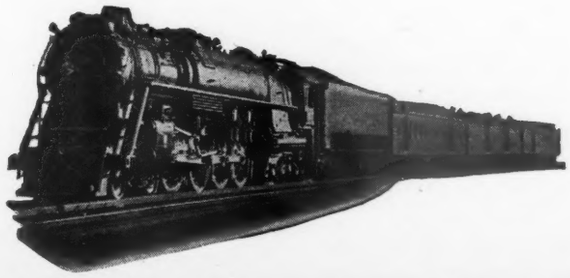
Availability Up

Maintenance Down

The installation of Security Circulators on any type of coal-burning steam locomotive means an increase in availability and a decrease in boiler maintenance.

Compared with other locomotives, those that are circulator-equipped are available for continuous operation for longer periods because they have cleaner flues, longer arch life and improved combustion.

Honeycombing, flue plugging and cinder cutting are definitely reduced, and the installation of Security Circulators permits the use of a 100% arch and prolongs the life of arch brick. Consequently boiler maintenance is substantially reduced.



AMERICAN ARCH COMPANY, INC.

NEW YORK • CHICAGO

SECURITY CIRCULATOR DIVISION

diate action" toward repairing the roadbed.

SOUTHERN.—This road has applied to the Interstate Commerce Commission for authority to abandon operations over approximately 3,870 ft. of Louisville & Nashville tracks in Louisville, Ky. The segment, known as the "Short Route Railway Transfer," has been used by the Southern under an operating agreement with the L. & N. as a means of entering the latter's passenger terminal in Louisville. The application states that the Southern plans to consolidate all its Louisville passenger service into its own station there.

SOUTHERN PACIFIC.—This road and its lessor, the El Paso & Southwestern, have applied to the Interstate Commerce Commission for authority to abandon, including operation by the former, a branch line extending approximately 31.56 miles from Alamogordo Junction, N. M., to Russia.

TEXAS & PACIFIC. — Acting upon a petition filed by the Railway Labor Executives Association, Division 4 of the Interstate Commerce Commission has extended to and including May 1 its reservation of jurisdiction for the protection of employees who may be affected by this road's line abandonment authorized in the Finance Docket No. 13319 proceeding.

Railway Officers

EXECUTIVE

Hugh B. Main, director of research of the Canadian Pacific Air Lines (a subsidiary of the Candian Pacific), has been appointed assistant to the president, with headquarters at Winnipeg, Man.

Seth H. Moseley, II, has been appointed assistant to president of the St. Louis-San Francisco, in charge of public relations, publicity and advertising, with headquarters at St. Louis, Mo.

C. O. Jenks, vice-president—operations of the Great Northern, with headquarters at St. Paul, Minn., will retire on March 31, following nearly 56 years of service with the road. He will be succeeded by **T. F. Dixon,** vice-president and general manager of the Spokane, Portland & Seattle (owned jointly by the Great Northern and Northern Pacific).

R. E. Davies, whose retirement as executive assistant of the Minneapolis, St. Paul & Sault Ste. Marie, at Minneapolis, Minn., was reported in the *Railway Age* of March 8, was born on March 24, 1882, at Cambria, Wis. He entered railway service with that road in 1904, serving in various clerical capacities in the local freight office at Minneapolis, and later advancing through positions as clerk, timekeeper and division accountant in the office of superintendent. Mr. Davies was employed in the general manager's office in different clerical positions from 1910 to 1913, becoming chief clerk in the latter year. For a time during 1918 Mr. Davies served as trainmaster at Enderlin, N. D., and from September of that year to August 1, 1925, he was successively chief clerk in the offices of the federal manager, vice-president and president. He was then appointed assistant to the president, in which position he remained until 1938, when he became assistant to the trustees. Mr. Davies became executive assistant in 1944.

F. L. King, general superintendent transportation of the Atlantic Coast Line, has been elected vice-president—operations, with headquarters as before at Wilmington, N. C., succeeding **F. W. Brown,** whose death on March 14, was reported in the *Railway Age* of March 22. **C. G. Sibley,** general manager, has been appointed assistant vice-president—operations at Wilmington. Mr. Sibley has also been elected vice-president of the Charleston & Western Carolina, to succeed Mr. Brown.

FINANCIAL, LEGAL AND ACCOUNTING

The general claim department of the Alton has been transferred to Mobile, Ala., and **D. A. Stewart,** freight claim agent there of the Gulf, Mobile & Ohio, has been appointed to that position also for the Alton.

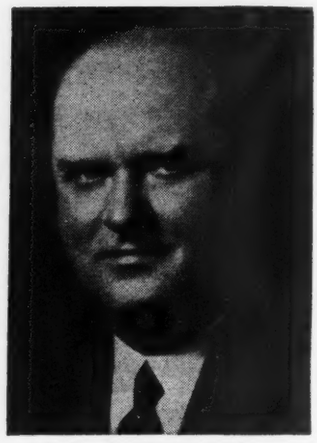
Arthur G. Miller, whose retirement as auditor of disbursements of the Nashville, Chattanooga & St. Louis, with headquarters at Nashville, Tenn., was reported in the *Railway Age* of March 8, was born on December 13, 1873, at Bonnieville, Ky., and received his higher education at Ogden College, Bowling Green, Ky. He entered railway service with the N. C. & St. L. in 1897 in the traffic department at Nashville, serving as statistical clerk and later as claim clerk. Mr. Miller was transferred to the accounting department in 1899, where he served as abstract clerk and in various other positions until 1907, when he was appointed assistant traveling auditor. He was advanced to traveling auditor in 1909 and to chief traveling auditor in 1914. On June 25, 1919, he was promoted to auditor of disbursements, the position which he held at the time of his retirement on March 1.

OPERATING

Bernard Allen has been appointed general superintendent of the Canadian National, with headquarters at Vancouver, B. C., succeeding **Walter T. Moodie,** who has retired.

Raul Nevares has been appointed assistant general manager in charge of operations of the National of Mexico, with headquarters at Mexico City, Mex., succeeding **C. C. Rochin,** who has retired.

Lawrence Sugg Jeffords, chief engineer of the Atlantic Coast Line, has been appointed general manager, with headquarters as before at Wilmington, N. C. Mr. Jeffords was born at Florence, S. C., on July 2, 1892, and attended Clemson College in South Carolina. Entering railroad service on March 1, 1910, in the engineering department of the Atlantic Coast Line, Mr. Jeffords served successively until January, 1921, as rodman, concrete inspector, levelman, transitman, resident engineer, assistant division engineer, roadmaster, superintendent steam shovel, and assistant engineer maintenance of way. From January, 1921, to January, 1925, he was engineer



Lawrence Sugg Jeffords

maintenance of way of the Charleston & Western Carolina and on the latter date he was appointed superintendent of that road, becoming general superintendent in July, 1940. Mr. Jeffords was appointed chief of personnel of the Atlantic Coast Line in September, 1944, and on February 1, 1945, he became chief engineer, which position he was holding at the time of his recent appointment as general manager.

G. Selwyn King has been appointed trainmaster on the Columbia division of the Southern at Columbia, S. C., succeeding **Edwin E. Brown. Newton B. Lewis** has been appointed trainmaster on the Columbia division at Columbia, succeeding **Henry R. Moore.**

TRAFFIC

A. E. Mann, division freight agent of the Louisville & Nashville at Knoxville, Tenn., will retire on April 1, after 52 years of service with the road.

Bert Hazlett has been appointed general agent of the Western Pacific, at Reno, Nev., effective on April 1, succeeding **G. I. Martin,** who died recently.

E. L. Simmons, general agent of the Chicago, Burlington & Quincy, at Tulsa, Okla., has been transferred to Washington, D. C., succeeding **A. G. Matthews.** Mr. Simmons is succeeded by **J. D. Rezner, Jr.**

E. H. Henken has been appointed general agent of the Missouri-Kansas-Texas, with headquarters at Cincinnati, Ohio, succeeding **T. L. Darneal,** who has been assigned other duties at his own request because of illness.

Robert W. Morris, whose retirement as assistant freight traffic manager of the Seaboard Air Line, with headquarters at Birmingham, Ala., was reported in the *Railway Age* of March 15, was born on February 14, 1877, at Franklinton, N. C. and entered railway service with the Seaboard in 1895.

News Department continued on next left-hand page

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He later served successively as agent at Durham, N. C., traveling freight agent at St. Louis, Mo., and commercial agent at Columbia, S. C. He went to Birmingham in 1909 as traveling freight agent, and was appointed commercial agent there in 1912. Mr. Morris had been assistant freight traffic manager since 1931.

L. B. Woody, district freight agent of the Seaboard Air Line, has been appointed assistant general freight agent at Norfolk, Va. The position of district freight agent, formerly held by Mr. Woody, has been abolished.

Gaylord Anderson has been appointed assistant to general passenger traffic manager of the Union Pacific, with headquarters at Omaha, Neb., succeeding **Francis J. Pflaum,** whose death was reported in the *Railway Age* of March 22.

James Bacon Sharpton, assistant passenger traffic manager of the Atlantic Coast Line, has been appointed passenger traffic manager, with headquarters as before at Wilmington, N. C. Born at Edgefield, S. C., on March 31, 1902, Mr. Sharpton attended George Washington University and entered railroad service on December 17,

James Bacon Sharpton

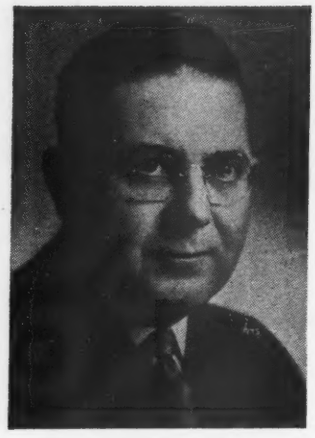
1923, as stenographer in the freight traffic department of the Atlantic Coast Line at Wilmington. On August 10, 1934, Mr. Sharpton became chief clerk in that department and a year later he was appointed special traffic representative. On August 16, 1939, he became assistant to freight traffic manager and the following year he was appointed assistant to general traffic manager. On September 14, 1942, Mr. Sharpton became assistant to vice-president and on September 15, 1944, he was appointed assistant passenger traffic manager, which position he held until his recent appointment as passenger traffic manager.

Francisco C. Lona, whose promotion to passenger traffic manager of the National of Mexico, with headquarters at Mexico City, Mex., was reported in the *Railway Age* of February 15, was born on November 9, 1898, at Gomez Palacio, Durango. He received his higher education at Columbia University and New York University, and at the College of Advanced Traffic in Chicago. He entered railway service in 1914 as an office boy with the Constitutionalist railways of Mexico, later advancing to stenographer successively in the express department, purchasing agency and the office of auditor of freight receipts. In 1920 he became secretary to general agent, N. of M., at New York, and in 1923 he was advanced to traveling freight

Francisco C. Lona

and passenger agent there. From 1928 to 1932 he served as commercial agent and general agent respectively at Chicago. He was advanced to assistant to traffic manager at Mexico City in 1932, and to assistant passenger traffic manager in 1936. Mr. Lona held the latter position at the time of his new appointment.

Frank J. Stock, general freight agent of the Canadian National, with headquarters at Montreal, Que., has been appointed traffic manager of the foreign freight department, with the same headquarters. Born at Stratford, Ont., on July 9, 1889, Mr. Stock entered railroad service with the Grand Trunk (Canadian National) at Ottawa, Ont., in 1908, as secretary to division freight agent. In 1911 he became rate clerk at Portland, Me., and the following year he was appointed traveling freight agent at Ottawa. Mr. Stock served overseas with the Canadian Expeditionary Force



Frank J. Stock

from February, 1915, to February, 1919, returning to the Grand Trunk on the latter date and serving in various capacities including chief clerk to division freight agent and to freight traffic manager. On February 1, 1928, he became district freight agent at London, Ont., and the following year he was transferred to Toronto, Ont. From January to August, 1930, Mr. Stock served as division freight agent and district passenger agent at North Bay, Ont. He became division freight agent at Ottawa on September 1, 1930, and on October 31, 1940, he was appointed general freight agent of the Canadian National at Montreal,, the position he held at the time of his recent promotion.

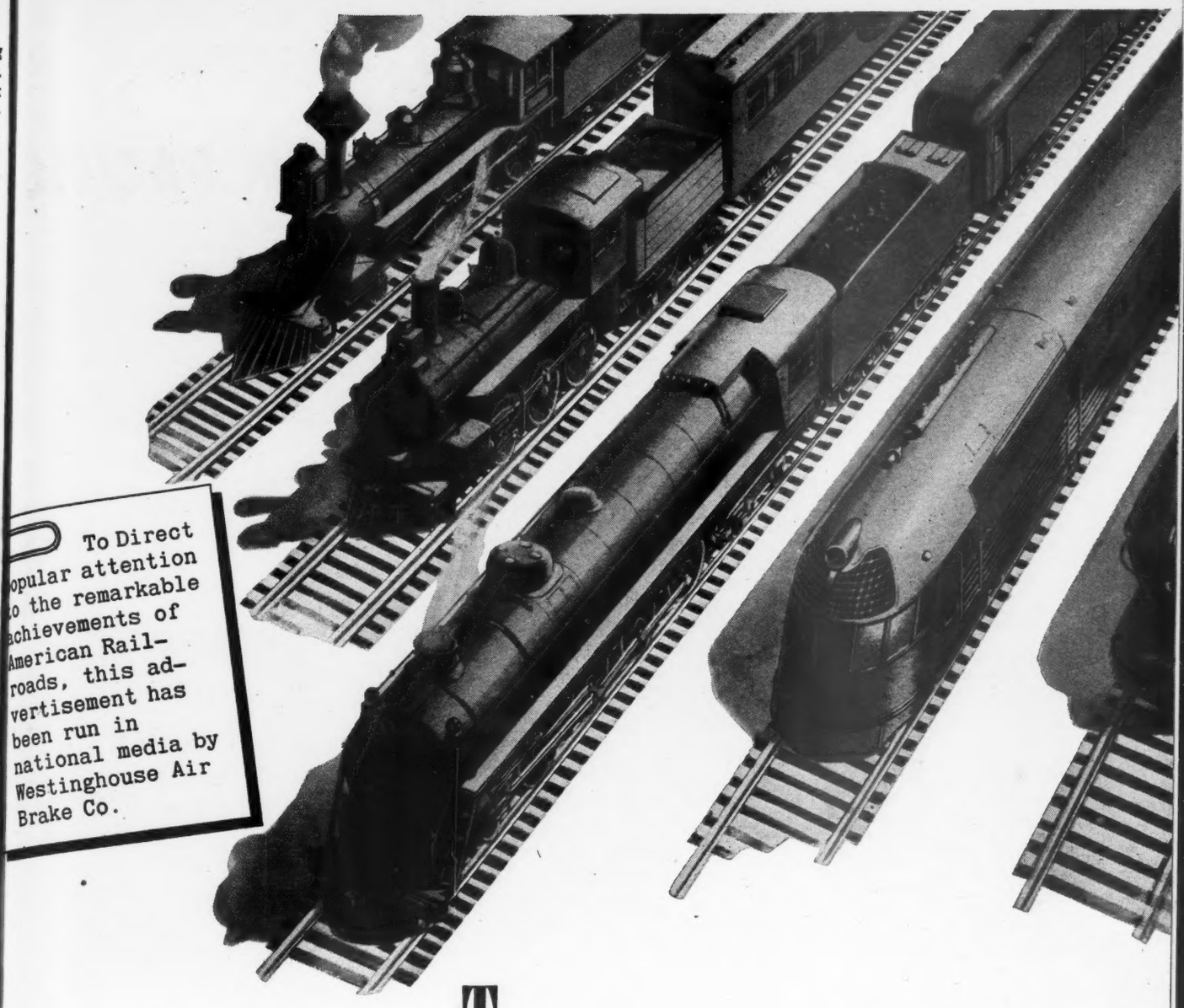
L. B. Schlosser, assistant general freight agent of the Reading, has been promoted to general freight agent, with headquarters as before at Philadelphia, Pa., succeeding **L. R. Jones,** who has retired after 46 years of service. **H. J. Lobb, Jr.,** assistant general freight agent at Philadelphia, will assume the duties formerly performed by Mr. Schlosser. **J. F. Leibrandt,** division freight agent, has been appointed assistant general freight agent, succeeding Mr. Lobb. **L. C. Bosler, Jr.,** has been appointed division freight agent, succeeding Mr. Leibrandt. Mr. Jones was born at Haddonfield, N. J., on February 22, 1882, and entered railroad service on July 29, 1901, as clerk in the comptroller's

L. B. Schlosser

office of the Reading at Philadelphia. On May 1, 1907, he transferred to the freight traffic department and on March 1, 1920, became chief clerk in the freight traffic department. Mr. Jones was appointed assistant general freight agent on September 1, 1922, and was promoted to general freight agent on May 1, 1928, holding the latter position until his recent retirement.

Laban B. Schlosser was born on July 29, 1892, at Mainland, Pa., and attended Temple University. He entered railroad service on August 1, 1907, with the Reading as file clerk in the general freight department at Reading Terminal, Philadelphia, Pa. He became clerk on April 1, 1910, and tariff clerk on November 1, 1914, becoming soliciting freight agent at Philadelphia one month later. Mr. Schlosser enlisted in the United States Army Reserve on June 1, 1917, returning to the Reading as special agent on May 12, 1919. Three years later he was appointed freight traffic representative at Philadelphia, Pa., and in July, 1923, he became chief clerk in the office of the general freight agent. On December 1, 1925, Mr. Schlosser was appointed chief clerk to the vice-president of freight traffic and on

News Department continued on second left-hand page



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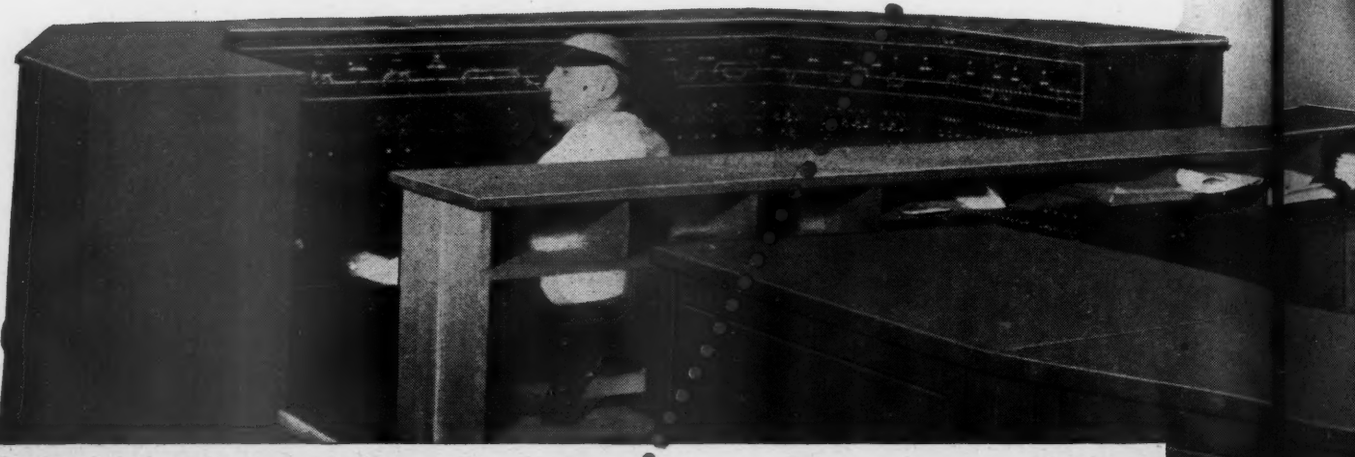
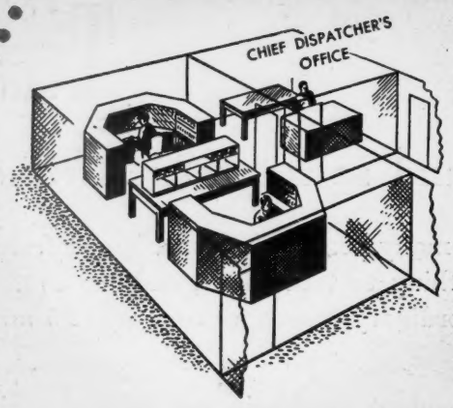


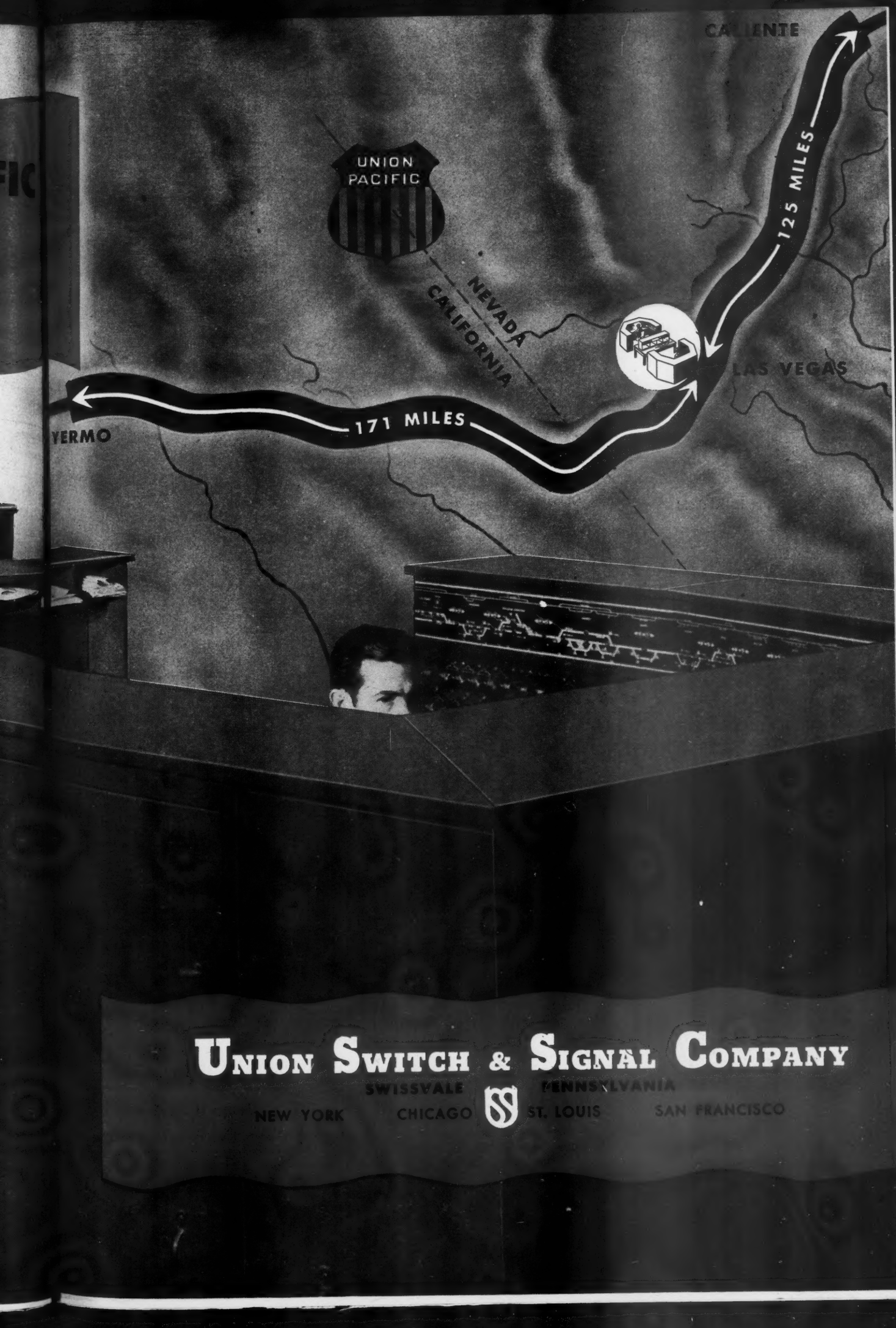
at Division Headquarters

ON the Union Pacific, a 296-mile Centralized Traffic Control territory, consisting of two operating subdivisions, is controlled from two C.T.C. machines at Las Vegas, Nevada.

Both machines and the dispatcher's offices are located in a fireproof building separate from, but convenient to, the Superintendent's and Trainmaster's offices. One machine controls a 125-mile subdivision. The other governs the *longest territory controlled from one machine.*



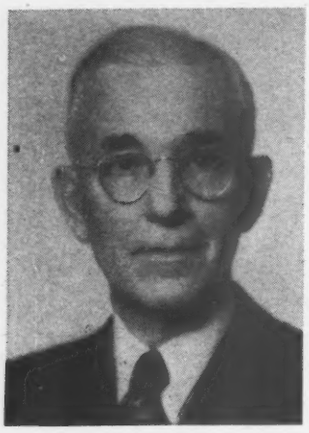
This is how railroads are employing "Union" C.T.C. to concentrate control of division-length operations from one strategically located office—to obtain maximum advantages from this modern method of train operation.



UNION SWITCH & SIGNAL COMPANY
SWISSVALE PENNSYLVANIA
NEW YORK CHICAGO ST. LOUIS SAN FRANCISCO

April 1, 1939, he became assistant to general freight agent. He was promoted to assistant general freight agent on December 1, 1945, the position he held at the time of his recent promotion to general freight agent.

Roy B. Kinkaid, whose promotion to assistant freight traffic manager—rates, of the Baltimore & Ohio at Chicago, Ill., was reported in the *Railway Age* of March



Roy B. Kinkaid

15, had served since 1932 as general freight agent of the road prior to his new promotion. Mr. Kinkaid had also held positions as general freight agent of the Cincinnati, Indianapolis & Western (part of the B. & O.) at Indianapolis, Ind., and assistant general freight agent of the B. & O. at Cincinnati, Ohio.

William A. Reese, whose promotion to assistant freight traffic manager of the Seaboard Air Line at Birmingham, Ala., was reported in the *Railway Age* of March 15, was born on January 9, 1894, at Eastview, Md. He began his railroad career in 1911 as a stenographer with the Chesapeake Steamship Company at Baltimore, Md., remaining with that company until April 25, 1918, when he entered military service during World War I. Upon his discharge from active duty in 1919, he returned to the

William A. Reese

Chesapeake Steamship Company as a clerk, and the following year joined the Southern as a secretary. In 1923 he was employed by the Seaboard as a secretary at Baltimore, subsequently advancing through positions as city freight agent and commercial agent there. He became New England freight agent in 1936, and assistant general freight agent at Tampa, Fla., in 1944. Mr. Reese was serving in the latter capacity at the time of his new promotion.

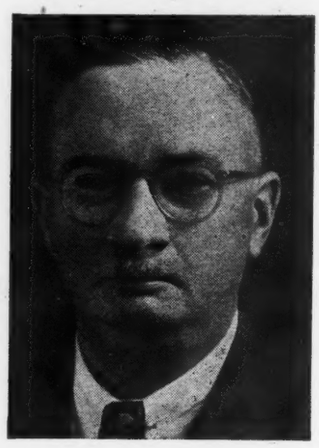
B. N. Maier, whose promotion to freight traffic manager—sales, Chesapeake & Ohio and Pere Marquette, with headquarters at Detroit, Mich., was reported in the *Railway Age* of February 15, was born on September 28, 1894, at Fond du Lac, Wis. He entered railway service in 1914 with the Chicago, Milwaukee, St. Paul & Pacific, and joined the Pere Marquette in 1920 as rate clerk at Milwaukee, Wis. He subsequently held positions as chief clerk, traffic representative, traveling freight agent, commercial agent and general agent. On March 1, 1946, he was promoted to assistant general freight agent at Chicago, and he was advanced to assistant freight traffic manager at Detroit on January 1, 1947. Mr. Maier was serving in the latter capacity at the time of his recent appointment.

Carl H. Groninger, whose promotion to general freight agent of the Baltimore & Ohio, at Chicago, was reported in the *Railway Age* of March 15, was born on

Carl H. Groninger

June 16, 1901, at Chillicothe, Ohio, and entered railway service in that city with the B. & O. in 1918 as a enginehouse clerk. Mr. Groninger held positions as clerk, stenographer and secretary at various points on the line until 1923, when he became traveling freight agent at Akron, Ohio. In 1928 he became district freight agent at Huntington, W. Va., and from 1934 until 1945 he served as division freight agent successively at Parkersburg, W. Va., Rochester, N. Y., and Baltimore, Md. On June 16, 1945, he was promoted to assistant general freight agent at Chicago, the position he held at the time of his new appointment.

John Pullen, traffic manager of the foreign freight department of the Canadian National, with headquarters at Montreal, Que., has been appointed general freight traffic manager of the system, at Montreal, succeeding **George R. Fairhead,** whose retirement was reported in the *Railway Age* of March 15. Mr. Pullen was graduated in science from McGill University in 1912, and served with the Canadian National between college terms and in the summer of 1911 as a general clerk in the office of the operating vice-president. Mr. Pullen became clerk in the tariff bureau of the Grand Trunk at Montreal in 1913 and, after three years of training in tariff matters, he became freight agent at Montreal. He was appointed to the staff of the vice-president of traffic in August, 1923,



John Pullen

and served as assistant to three vice-presidents. In 1932 he became regional general freight agent, later becoming freight traffic manager with jurisdiction over freight traffic activities on the Central region. He was promoted to assistant general freight traffic manager for the entire system in 1940, and two years later became head of the foreign traffic department.

Mr. Fairhead was born at Toronto, Ont., in 1881 and educated in city schools and Harbord College. In April, 1896, he entered the service of the Grand Trunk and six years later transferred to the Canadian Northern, both railways later being consolidated with the Canadian National system. Mr. Fairhead served successively as junior clerk in the office of the division freight agent, soliciting freight agent, com-

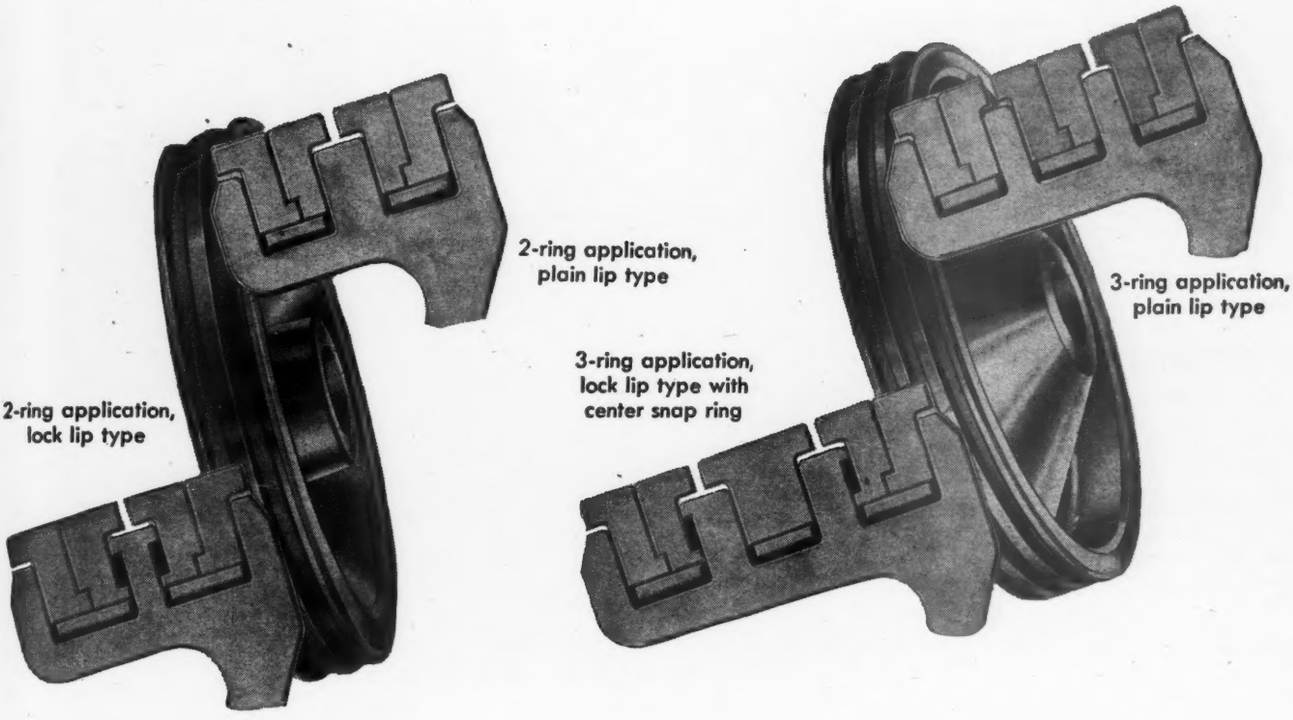
George R. Fairhead

mercial agent, district freight agent, and division freight agent in Ontario and American cities. He went to Montreal as general freight agent in 1930 and was promoted to assistant freight traffic manager in 1939.

News Department continued on next left-hand page

HUNT-SPILLER *Lip type*

Duplex Sectional Packing


2-ring application, plain lip type
3-ring application, plain lip type
3-ring application, lock lip type with center snap ring
2-ring application, lock lip type

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HUNT-SPILLER

LIGHT WEIGHT
STEEL PISTONS AND VALVES
DUPLEX SECTIONAL PACKING
AIR FURNACE GUN IRON

A year later he became general freight traffic manager of the system, the position he held until his recent retirement.

O. L. Crawford, general freight agent of the Rutland, has been appointed freight traffic manager, with headquarters as before at Rutland, Vt. **S. A. Clifford,** chief of the tariff bureau, has been appointed general freight agent (rates and divisions), with headquarters as before at Rutland, succeeding **Bertrand Bigelow,** who has resigned under the Railroad Retirement Act. **J. A. Halpin,** general agent at Detroit, Mich., has been transferred to Rutland, succeeding **C. S. Brown,** absent account of illness. The Detroit agency, formerly occupied by Mr. Halpin, has been discontinued. **H. E. Buchheim** has been appointed general agent at Rutland. **J. E. Laughlin** has been appointed chief of the tariff bureau at Rutland, succeeding Mr. Clifford. **A. L. Taylor** and R. O. Fawcette have been appointed general agents at Boston, Mass. **Harry Warner** and **A. F. Blomquist** have been appointed general agents at Chicago.

ENGINEERING & SIGNALING

Col. William G. Arn, special engineer of the Illinois Central, with headquarters at Chicago, has retired after 40 years of railroad service.

E. B. Harris, supervisor of roadway of the Seaboard Air Line at Hamlet, N. C., has been appointed assistant division engineer, with headquarters at Jacksonville, Fla.

H. E. Wilson, whose promotion to district engineer of the Atchison, Topeka & Santa Fe, with headquarters at Los Angeles, Cal., was reported in the *Railway Age* of October 26, 1946, was born at Rockwall, Tex., on January 12, 1904, and received his higher education at the University of Texas. He entered railroad service in 1922, and served as chainman, rodman, transitman, and resident engineer on

H. E. Wilson

maintenance, location, and construction until December, 1934, when he was appointed assistant engineer in the chief engineer's office at Amarillo, Tex. In 1937 Mr. Wilson was appointed general foreman, bridges and buildings, at Las Vegas, N. M. In 1940 he became roadmaster at Las Vegas, and later, division engineer. From March, 1942, to September, 1945, Mr. Wilson served in the armed forces as captain, major, and lieutenant colonel, respectively.

L. H. Roden, chief draftsman, maintenance of way department, of the Chesapeake & Ohio, has been appointed assistant engineer, with headquarters at Richmond, Va.

D. E. Brunn, transitman of the Atchison, Topeka & Santa Fe, at Amarillo, Tex., has been appointed engineer maintenance of way of the Toledo, Peoria & Western, with headquarters at Peoria, Ill.

Kenneth Weir, supervisor of fuel and water service on the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, has resigned to enter private employment.

E. L. Haberle, structural engineer of the Great Northern, at St. Paul, Minn., has been appointed assistant bridge engineer, with the same headquarters. **W. J. Bennett,** assistant bridge engineer, at St. Paul, has retired.

W. C. McConnell, assistant supervisor, telegraph and signals, on the New York division of the Pennsylvania, has been appointed supervisor, telegraph and signals, on the Logansport division, with headquarters at Logansport, Ind.

William T. Dorrance, consulting engineer of the New York, New Haven & Hartford, with headquarters at Hartford, Conn., has retired after almost 50 years of railroad service. A photograph of Mr. Dorrance and a sketch of his career appeared in the *Railway Age* of October 19, 1946.

Charles E. Hanert, circuit engineer of the Michigan Central (part of the New York Central), has been promoted to assistant engineer, signal department, with headquarters at Detroit, Mich., succeeding **Louis Rupert,** who has retired. **Louis J. Ahrens** has been appointed circuit engineer, at Detroit.

W. R. Whitman, inspector water supply of the Chesapeake & Ohio at Huntington, W. Va., has been appointed chief inspector water supply, with headquarters at Richmond, Va., succeeding **W. Gilbert,** deceased. **I. D. Brown** succeeds Mr. Whitman as inspector water supply, at Huntington.

L. H. Graf has been appointed assistant signal engineer of the Upper Northern district of the Chicago & North Western, with headquarters at Green Bay, Wis.; **A. A. Meyer** has been appointed junior assistant signal engineer, Central district, with headquarters at Chicago; **G. R. Kirchstein** has been appointed junior assistant signal engineer, Western district, with headquarters at Sioux City, Iowa.

MECHANICAL

John D. Loftis, Jr., general superintendent motive power of the Atlantic Coast Line, has been appointed chief of motive power and equipment, with headquarters as before at Wilmington, N. C. Born at Parsons, Kan., on August 8, 1911, Mr. Loftis attended Utah University and Leland Stanford University. He entered railroad service in 1928 in the roadway department of the Denver & Rio Grande Western, serving in various capacities in that department and the transportation and mechanical departments, including assistant trainmaster, trainmaster and assistant to chief mechanical officer, until August 1, 1942, when he

John D. Loftis, Jr.

went with the Office of Defense Transportation as locomotive assistant, subsequently serving as mechanical assistant and assistant to director, Division of Railway Transport and chief, Traffic Flow Unit. From December 16, 1943, to August 1, 1944, Mr. Loftis was manager of the Cleveland suboffice of the Baldwin Locomotive Works. On the latter date he became district manager, sales, service and engineering of the Eastern district sales territory of that company at Philadelphia, Pa. On October 1, 1945, Mr. Loftis was appointed general superintendent motive power of the Atlantic Coast Line, which position he held at the time of his recent appointment.

PURCHASES AND STORES

Roberto Flores has been appointed general purchasing agent of the National of Mexico, with headquarters at Mexico City, Mex., succeeding **Juan Velasco,** who has retired.

OBITUARY

John Webb McClymonds, who retired in 1946 as manager of perishable freight service of the Western Pacific, died on March 17, at his home in San Francisco, Cal.

John McEwen, division superintendent of the Illinois Central, with headquarters at Carbondale, Ill., died in that road's hospital on March 25, after a short illness. He was born on November 13, 1882, at Carbondale, and entered railway service there with the I. C. in 1900 as a yard clerk. Mr. McEwen subsequently held positions as switchman and conductor, and as trainmaster at various points on the road's St. Louis division. He had served as division superintendent at Carbondale since February 6, 1940.

A table of Freight Operating Statistics appears on the next left-hand page.

MAGOR

Designers and Manufacturers of Freight Cars of All Types Including Air Dump Cars...

MAGOR CAR CORPORATION

50 Church Street

New York 7, N. Y.

Freight Operating Statistics of Large Steam Railways—Selected

Region, road, and year	Miles of road operated	Train-miles	Locomotive-miles: Principal and helper	Locomotive-miles: Light	Car-miles: Loaded (*thousands*)	Car-miles: Per cent loaded	Ton-miles (*thousands*): Gross excl. locos. & tenders	Ton-miles (*thousands*): Net-rev. and non-rev.	Road locos. on line: Serviceable: Unstored	Road locos. on line: Serviceable: Stored	Road locos. on line: B. O.	Road locos. on line: Per cent B. O.
New England Region:												
Boston & Albany	1946 362	149,392	162,844	22,922	3,355	63.9	208,440	81,714	62	..	27	30.3
	1945 362	150,802	164,240	19,593	3,240	68.7	196,830	82,699	69	..	14	16.9
Boston & Maine	1946 1,750	318,270	329,489	14,465	11,880	72.1	722,299	316,157	109	20	16	11.0
	1945 1,777	326,167	341,843	15,877	11,815	72.2	724,493	322,054	119	1	19	13.7
N. Y., New H. & Hartf*	1946 1,815	384,613	518,635	43,754	14,840	72.4	861,454	379,483	182	12	40	18.3
	1945 1,815	385,158	537,746	35,466	14,219	74.8	809,679	362,027	199	25	53	19.5
Great Lakes Region:												
Delaware & Hudson	1946 794	283,897	342,468	32,339	12,203	72.2	841,414	457,937	125	48	30	14.8
	1945 846	290,247	351,246	35,542	12,128	67.8	874,943	469,621	125	65	38	16.7
Del., Lack. & Western	1946 971	333,853	377,284	47,079	13,696	68.5	898,666	402,562	108	14	50	29.1
	1945 971	300,963	342,963	43,360	12,280	71.8	796,231	379,845	117	26	33	18.8
Erie	1946 2,229	740,972	786,191	62,338	36,009	66.5	2,351,485	1,002,979	251	42	95	24.5
	1945 2,242	776,395	823,353	65,560	35,014	67.9	2,247,209	967,585	296	23	74	18.8
Grand Trunk Western	1946 972	265,827	276,792	2,959	9,198	72.1	559,750	244,568	67	..	10	13.0
	1945 1,026	251,356	261,722	2,039	7,118	69.5	444,336	194,357	63	..	11	14.9
Lehigh Valley	1946 1,242	304,911	336,879	55,084	13,548	67.3	927,996	447,895	116	14	39	23.1
	1945 1,242	323,092	351,087	55,846	12,590	66.5	880,032	431,293	117	33	19	11.2
New York Central	1946 10,326	3,095,341	3,327,707	225,488	115,792	64.5	7,818,055	3,573,587	1,015	16	376	26.7
	1945 10,331	3,194,461	3,434,087	243,780	110,112	64.2	7,607,334	3,561,402	1,053	15	348	24.6
New York, Chi. & St. L.	1946 1,656	605,310	610,539	8,628	24,431	67.8	1,576,627	687,054	132	10	21	12.9
	1945 1,656	602,415	615,954	8,483	22,225	69.7	1,423,038	646,174	148	14	28	14.7
Pere Marquette	1946 1,913	393,293	403,533	10,693	13,321	64.9	876,034	373,970	128	2	28	17.7
	1945 1,915	345,401	355,547	9,937	10,646	68.8	710,454	335,507	122	14	25	15.5
Pitts. & Lake Erie	1946 223	90,020	91,542	34	3,413	66.2	277,535	160,328	32	4	14	28.0
	1945 229	97,072	98,704	110	3,533	61.3	307,226	176,206	34	..	18	34.6
Wabash	1946 2,381	616,660	632,008	15,029	22,712	72.5	1,414,277	633,693	151	14	39	19.7
	1945 2,381	649,195	678,037	16,447	21,273	71.8	1,351,487	612,171	165	15	31	14.7
Central Eastern Region:												
Baltimore & Ohio	1946 6,103	2,031,442	2,519,574	279,833	67,621	64.9	4,854,119	2,379,778	834	8	325	27.8
	1945 6,103	2,084,933	2,566,716	271,412	66,623	63.8	4,819,336	2,360,718	907	33	238	20.2
Central of Pennsylvania	1946 419	83,207	94,860	17,280	3,090	67.1	223,546	114,764	49	4	28	34.6
	1945 649	173,729	202,811	41,726	5,700	67.3	423,013	225,708	100	7	41	27.7
Central of New Jersey*	1946 213	84,034	100,122	21,339	3,052	69.9	217,274	117,029	48	..	24	33.3
	1945 ...	...	...	...	...	...	...	...	..	..	..	..
Chicago & Eastern Ill.	1946 910	166,856	168,699	3,800	4,857	72.5	317,504	160,244	54	..	17	23.9
	1945 910	188,973	191,412	3,728	4,861	71.5	325,743	165,628	56	1	18	24.0
Elgin, Joliet & Eastern	1946 391	116,450	122,361	3,822	3,499	65.7	263,800	139,077	49	..	12	19.7
	1945 392	115,968	124,547	3,962	3,317	65.5	256,837	138,717	52	..	24	31.6
Long Island	1946 372	36,906	38,162	17,512	453	59.1	30,492	13,168	41	..	1	2.4
	1945 372	32,768	34,458	16,202	363	57.2	25,360	10,691	46	..	5	9.8
Pennsylvania System	1946 10,028	3,852,809	4,449,850	632,687	145,736	64.8	10,057,179	4,740,469	1,949	1	294	13.1
	1945 10,033	3,824,062	4,440,700	615,863	134,421	64.7	9,395,432	4,460,556	1,921	29	248	11.3
Reading	1946 1,356	510,498	570,203	67,462	16,976	65.3	1,316,506	723,287	264	9	50	15.5
	1945 1,361	511,519	565,872	65,698	15,884	65.1	1,222,537	669,633	246	5	69	21.6
Pocahontas Region:												
Chesapeake & Ohio	1946 3,067	983,199	1,071,625	58,941	42,854	58.2	3,589,324	2,037,447	466	2	61	11.5
	1945 3,045	1,076,125	1,173,000	64,125	44,651	57.3	3,827,749	2,220,025	469	1	51	9.8
Norfolk & Western	1946 2,108	652,246	706,505	53,923	28,834	60.6	2,397,145	1,299,126	267	40	14	4.4
	1945 2,139	705,606	761,506	64,951	30,858	60.0	2,609,106	1,419,362	244	62	21	6.4
Southern Region:												
Atlantic Coast Line	1946 5,556	1,059,924	1,072,787	21,777	26,991	61.9	1,835,214	800,105	380	20	44	9.9
	1945 5,552	1,076,810	1,094,109	16,811	25,304	60.2	1,710,286	712,805	402	6	25	5.8
Central of Georgia*	1946 1,782	298,388	304,308	6,138	7,392	70.3	489,218	225,581	91	..	10	9.9
	1945 1,783	301,237	306,896	5,759	6,800	69.1	439,965	199,309	95	..	8	7.8
Gulf, Mobile & Ohio	1946 1,931	265,096	310,546	2,117	11,008	72.4	712,510	336,578	113	7	4	3.2
	1945 1,931	315,260	385,057	2,157	10,058	71.3	660,596	318,377	99	4	10	8.8
Illinois Central	1946 6,582	1,438,299	1,454,547	51,977	53,785	68.5	3,562,234	1,711,923	587	2	94	13.8
	1945 6,605	1,513,093	1,536,046	55,234	48,756	62.2	3,457,245	1,600,667	618	26	67	9.4
Louisville & Nashville	1946 4,759	1,423,958	1,543,402	43,003	35,636	67.7	2,449,840	1,265,078	407	11	73	14.9
	1945 4,749	1,530,828	1,662,710	43,139	36,155	63.3	2,581,914	1,301,555	409	15	45	9.6
Seaboard Air Line	1946 4,145	886,236	941,184	12,827	26,210	68.2	1,734,948	770,384	285	..	53	15.7
	1945 4,139	912,754	953,001	17,190	24,693	66.2	1,628,168	697,700	283	..	49	14.8
Southern	1946 6,451	1,931,255	1,961,520	32,469	46,129	70.2	2,903,475	1,302,252	602	2	109	15.3
	1945 6,450	1,958,227	1,985,405	30,789	42,638	67.2	2,751,825	1,242,327	612	14	97	13.4
Northwestern Region:												
Chi. & North Western	1946 8,061	994,743	1,026,891	27,941	31,560	68.8	2,083,890	915,240	353	10	138	27.5
	1945 8,062	1,019,475	1,057,063	25,439	29,967	68.9	1,984,800	943,960	376	11	116	23.1
Chicago Great Western	1946 1,445	277,527	279,463	14,993	8,815	69.3	579,321	258,595	64	..	14	17.9
	1945 1,445	289,628	295,201	15,208	8,610	67.8	572,354	247,205	69	..	7	9.2
Chi., Milw., St. P. & Pac.	1946 10,725	1,408,598	1,485,340	67,771	47,417	69.5	3,103,897	1,458,220	472	47	87	14.4
	1945 10,725	1,377,466	1,467,716	87,481	43,794	68.3	2,919,331	1,381,697	500	19	86	14.2
Chi., St. P., Minneap. & Om.	1946 1,606	223,294	237,059	14,998	5,747	69.5	392,376	180,353	78	..	37	32.2
	1945 1,606	206,701	220,579	14,425	5,320	71.4	349,584	162,262	90	1	28	23.5
Duluth, Missabe & Iron Range	1946 547	26,200	26,252	694	432	63.4	28,139	13,679	20	15	16	31.4
	1945 546	25,393	25,615	634	377	62.8	24,049	11,409	26	20	18	28.1
Great Northern	1946 8,236	1,194,428	1,198,938	53,720	40,747	63.9	2,841,693	1,265,981	375	37	98	19.2
	1945 8,236	1,055,248	1,054,794	39,235	35,007	71.0	2,293,064	1,078,534	342	48	58	12.9
Minneap., St. P. & S. St. M.	1946 4,181	456,193	467,449	10,261	12,089	66.8	801,918	372,700	125	..	21	14.4
	1945 4,181	463,000	475,053	10,018	11,705	68.0	778,757	368,416	127	..	9	6.6
Northern Pacific	1946 6,625	933,966	992,849	63,115	34,502	70.5	2,250,621	1,071,806	361	7	63	14.6
	1945 6,576	844,754	894,394	70,061	29,534	74.5	1,977,131	993,949	365	9	64	14.6
Central Western Region:												
Alton*	1946 915	162,667	162,967	924	5,473	73.2	346,930	167,247	78	4	1	1.2
	1945 915	216,561	224,169	590	5,057	70.7	332,158	177,058	80	1	13	13.8
Atch., Top. & S. Fe (incl.	1946 13,084	3,016,914	3,181,172	161,029	108,980	69.5	7,032,022	2,887,388	735	82	141	14.7
G. C. & S. F. & P. & S. F.)	1945 13,108	2,768,015	2,962,403	159,360	96,850	70.5	6,182,215	2,544,027	838	29	134	13.4
Chi. Burl. & Quincy	1946 8,671	1,300,140	1,352,488	51,461	50,520	66.0	3,446,382	1,578,137	444	32	77	13.9
	1945 8,666	1,400,568	1,472,460	49,153	48,024	64.7	3,313,069	1,526,677	474	..	62	11.6
Chi., Rock I. & Pac.*	1946 7,619	1,267,920	1,296,608	16,100	40,323	64.7	2,717,366	1,201,081	317	10	82	20.0
	1945 7,715	1,255,357	1,284,509	25,268	37,473	67.5	2,417,098	1,069,945	388	..	72	15.7
Denver & R. G. Wn.*	1946 2,366	350,590	388,161	48,435	11,080	76.8	729,293	370,296	145	31	41	18.9
	1945 2,386	368,435	404,259	66,217	10,810	77.2	702,446	355,009	142	7	36	19.5
Southern Pacific Company	1946 8,158	2,259,889	2,545,096	408,641	89,817	70.7	5,828,914	2,538,538	755	3	220	22.5
	1945 8,173	1,775,312	2,018,710	356,844	74,372	75.0	4,602,282	2,037,699	748	..	166	18.2
Union Pacific	1946 9,775	2,343,988	2,471,038	250,935	93,493	68.9	6,153,418	2,670,475	682	78	121	13.7
	1945 9,777	2,469,730	2,577,018	189,152	88,045	71.3	5,526,112	2,506,446	741	77	103	11.2
Southwestern Region:												
Mo.-Kans.-Texas Lines	1946 3,241	522,205	534,362	10,010	14,911	67.8	968,879	437,538	111	..	61	35.5
	1945 3,241	531,755	543,776	10,914	13,187	66.2	871,116	391,780	133	16	19	11.3
Missouri Pacific*	1946 7,011	1,485,928	1,549,980	42,885	48,127	66.6	3,305,657	1,488,058	437	5	72	14.0
	1945 7,054	1,378,628	1,454,466	38,483	44,552	66.2	3,005,518	1,351,415	432	1	72	14.3
Texas & Pacific	1946 1,871	380,315	380,315	7,143	12,534	69.0	823,637	351,413	109	42	6	3.8
	1945 1,871	353,015	353,015	6,717	11,097	67.5	726,370	298,705	121	30	12	7.4
St. Louis-San Francisco*	1946 4,615	948,770	997,366	10,725	22,695	68.8	1,505,676	678,430	294	11	31	9.2
	1945 4,615	1,009,016	1,064,084	14,194	22,480	65.5	1,512,808	676,995	319	..	27	7.8
St. Louis-San Fran. & Texas	1946 156	30,781	32,014	7	547	66.2	38,253	15,797	10	..	1	9.1
	1945 161	36,109	38,608	3	617	66.4	41,436	18,005	8	..	1	11.1
St. Louis Southw. Lines*	1946 1,568	355,016	357,803	4,690	14,763	81.3	837,480	374,366	85	13	17	14.8
	1945 1,600	350,130	354,330	4,766	12,204	78.1	702,099	313,848	93	19	27	19.4
Texas & New Orleans	1946 4,318	985,456	987,026	15,502	27,455	75.6	1,721,807	793,797	216	1	29	11.8
	1945 4,321	865,729	867,217	15,573	23,741	73.3	1,495,061	678,750	226	5	42	15.4

* Report of trustee or trustees.

Items for the Month of December 1946 Compared with December 1945

Region, road, and year		Freight cars on line: Home	Foreign	Total	Per Cent B. O.	G.t.m. per train-hr. excl.locos. and tenders	G.t.m. per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd. car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Coal lb. per 1000 g.t.m. inc. loco.	Mi. per loco. per day
New England Region:														
Boston & Albany	1946	269	6,020	6,289	0.3	20,308	1,403	550	24.4	410	26.3	7,282	209	76.5
	1945	363	6,099	6,462	0.4	19,665	1,316	553	25.5	430	24.5	7,369	242	76.4
Boston & Maine	1946	1,538	12,274	13,812	2.3	34,341	2,276	996	26.6	760	39.6	5,828	110	82.6
	1945	1,816	12,731	14,547	2.0	33,080	2,229	991	27.3	770	39.1	5,846	116	87.7
N. Y., New H. & Hartf*	1946	1,341	20,515	21,856	1.7	30,656	2,248	990	25.6	568	30.7	6,745	101	84.2
	1945	2,013	22,031	24,044	3.1	26,358	2,112	945	25.6	498	26.2	6,434	103	72.2
Great Lakes Region:														
Delaware & Hudson	1946	2,480	7,011	9,491	2.7	51,754	2,983	1,623	37.5	1,580	58.4	18,605	122	62.7
	1945	3,053	6,375	9,428	3.6	50,610	3,032	1,627	38.7	1,669	63.6	17,907	117	59.1
Del., Lack. & Western	1946	4,175	13,725	17,900	4.1	42,883	2,728	1,222	29.4	723	35.9	13,374	123	87.1
	1945	4,900	12,305	17,205	4.2	37,907	2,684	1,281	30.9	737	33.2	12,619	130	71.4
Erie	1946	6,317	27,317	33,634	2.3	51,934	3,199	1,364	27.9	926	50.0	14,515	116	77.4
	1945	9,826	25,277	35,103	3.9	46,211	2,918	1,256	27.6	874	46.6	13,922	113	79.2
Grand Trunk Western	1946	3,695	10,963	14,658	5.2	41,537	2,118	925	26.6	558	29.1	8,117	95	127.4
	1945	3,253	6,906	10,159	4.6	36,532	1,775	776	27.3	611	32.2	6,111	98	123.8
Lehigh Valley	1946	5,370	12,644	18,014	3.4	51,058	3,131	1,511	33.1	774	24.0	11,634	117	78.9
	1945	6,824	14,436	21,260	3.8	46,501	2,827	1,386	34.3	655	28.7	11,202	123	82.2
New York Central	1946	45,671	112,348	158,019	3.1	38,256	2,566	1,173	30.9	752	37.8	11,164	119	91.6
	1945	54,459	110,167	164,626	3.9	35,328	2,429	1,137	32.3	744	35.8	11,120	127	93.9
New York, Chi. & St. L.	1946	2,097	14,124	16,221	1.4	48,361	2,618	1,141	28.1	1,450	76.1	13,383	96	129.2
	1945	2,721	11,962	14,683	3.3	42,671	2,388	1,084	29.1	1,380	68.1	12,587	105	112.0
Pere Marquette	1946	3,619	14,574	18,193	3.0	36,358	2,251	961	28.1	706	38.8	6,306	109	89.6
	1945	4,013	8,541	12,554	5.7	36,301	2,071	978	31.5	797	36.7	5,352	106	78.5
Pitts. & Lake Erie	1946	4,169	9,923	14,092	3.0	44,829	3,101	1,791	47.0	393	12.6	23,192	119	64.1
	1945	3,405	8,847	12,252	4.7	44,487	3,167	1,817	49.9	462	15.1	24,821	95	68.6
Wabash	1946	5,447	15,420	20,867	1.9	45,032	2,319	1,039	27.9	1,003	49.6	8,585	118	106.2
	1945	6,053	14,817	20,870	4.6	39,269	2,111	956	28.8	974	47.2	8,294	131	110.9
Central Eastern Region:														
Baltimore & Ohio	1946	32,088	49,623	81,711	4.5	30,544	2,446	1,199	35.2	888	38.9	12,579	158	80.4
	1945	36,439	42,141	78,580	5.7	27,639	2,371	1,162	35.4	877	38.8	12,478	175	81.0
Central of New Jersey*	1946	722	9,681	10,403	2.6	33,202	2,765	1,420	37.1	344	13.8	8,835	150	64.8
	1945	4,826	13,404	18,230	6.5	29,604	2,530	1,350	39.6	399	15.0	11,219	138	68.0
Central of Pennsylvania	1946	1,414	3,447	4,861	6.5	34,825	2,709	1,459	38.3	775	28.9	17,724	134	61.8
	1945	...	...	...	...	...	...	...	...	...	...	...	...	...
Chicago & Eastern Ill.	1946	1,731	4,214	5,945	3.9	31,716	1,926	972	33.0	872	36.5	5,680	130	78.8
	1945	2,175	3,563	5,738	5.9	29,824	1,743	886	34.1	882	36.2	5,871	148	86.0
Elgin, Joliet & Eastern	1946	6,877	14,431	21,308	1.8	16,482	2,393	1,262	39.7	216	8.3	11,474	153	101.0
	1945	7,385	7,277	14,662	3.0	16,225	2,342	1,265	41.8	316	11.5	11,415	169	83.3
Long Island	1946	56	4,825	4,881	.6	6,310	846	365	29.1	79	4.6	1,142	289	60.1
	1945	32	5,614	5,646	.4	6,222	790	333	29.5	63	3.7	927	383	46.7
Pennsylvania System	1946	124,450	121,492	245,942	9.0	35,240	2,705	1,275	32.5	613	29.1	15,249	140	75.5
	1945	124,979	117,847	242,826	6.4	33,137	2,540	1,211	33.3	598	27.7	14,406	148	80.2
Reading	1946	10,575	24,668	35,243	2.4	31,464	2,583	1,419	42.6	669	24.1	17,206	120	73.9
	1945	11,302	27,198	38,500	2.7	30,318	2,396	1,312	42.2	585	21.3	15,871	133	72.8
Pocahontas Region:														
Chesapeake & Ohio	1946	37,243	15,960	53,203	1.2	53,351	3,736	2,121	47.5	1,116	40.3	21,429	92	75.1
	1945	35,495	14,743	50,238	1.8	50,591	3,630	2,105	49.7	1,323	46.4	23,518	96	83.8
Norfolk & Western	1946	28,605	8,401	37,006	1.2	56,247	3,746	2,030	45.1	1,062	38.9	19,880	105	83.0
	1945	28,992	7,025	36,017	.9	59,220	3,760	2,045	46.0	1,262	45.7	21,405	103	85.9
Southern Region:														
Atlantic Coast Line	1946	8,299	24,767	33,066	3.0	27,561	1,738	758	29.6	835	45.5	4,645	126	84.5
	1945	9,612	20,954	30,566	1.6	26,121	1,596	665	28.2	768	45.3	4,142	132	85.4
Central of Georgia*	1946	1,355	7,472	8,827	1.8	31,180	1,645	758	30.5	864	40.3	4,084	140	106.8
	1945	1,977	5,006	6,983	1.7	28,093	1,466	664	29.3	838	41.3	3,606	157	104.1
Gulf, Mobile & Ohio	1946	1,648	6,731	8,379	1.3	45,977	2,695	1,273	30.6	1,375	62.1	5,623	79	84.3
	1945	2,239	6,575	8,814	.9	36,138	2,098	1,011	31.7	1,156	51.2	5,319	129	115.9
Illinois Central	1946	15,872	30,741	46,613	1.0	43,055	2,544	1,223	31.8	1,111	50.9	8,390	132	75.7
	1945	18,873	39,228	58,101	.9	38,041	2,357	1,091	32.8	931	45.6	7,817	148	76.5
Louisville & Nashville	1946	25,578	17,522	43,100	3.2	26,470	1,720	888	35.5	896	37.3	8,575	149	110.7
	1945	30,354	14,170	44,524	4.6	26,440	1,687	850	36.0	928	40.7	8,841	144	119.6
Seaboard Air Line	1946	5,173	20,452	25,625	1.1	32,624	2,005	890	29.4	983	49.0	5,995	126	102.2
	1945	6,766	19,435	26,201	2.0	31,579	1,820	780	28.3	884	47.3	5,438	137	101.8
Southern	1946	12,716	33,469	46,185	3.5	25,328	1,522	683	28.2	930	46.9	6,512	151	95.8
	1945	16,657	33,919	50,576	4.6	23,740	1,428	645	29.1	778	39.7	6,213	167	95.1
Chi. & North Western	1946	18,072	36,613	54,685	4.5	31,431	2,194	964	29.0	563	28.2	3,663	143	73.6
	1945	20,068	37,105	57,173	4.5	29,672	2,019	960	31.5	546	25.2	3,777	161	75.2
Chicago Great Western	1946	921	5,109	6,030	2.9	34,275	2,090	933	29.3	1,403	69.0	5,773	136	126.6
	1945	1,011	6,135	7,146	3.3	31,503	1,986	858	28.7	1,186	61.0	5,519	150	136.7
Chi., Milw., St. P. & Pac.	1946	18,314	39,977	58,291	1.6	35,203	2,219	1,043	30.8	824	38.6	4,386	127	88.2
	1945	22,745	41,140	63,885	1.7	31,284	2,142	1,014	31.5	721	33.5	4,156	141	89.4
Chi., St. P., Minneap. & Om.	1946	948	7,213	8,161	5.0	23,558	1,814	834	31.4	728	33.4	3,623	129	75.0
	1945	891	8,006	8,897	6.7	21,310	1,715	796	30.5	632	29.1	3,259	139	68.7
Duluth, Missabe & Iron Range	1946	14,793	399	15,192	2.8	15,650	1,133	551	31.7	29	1.5	807	207	21.5
	1945	14,935	424	15,359	3.9	13,821	1,001	475	30.3	24	1.3	674	229	17.2
Great Northern	1946	17,825	23,355	41,180	2.7	37,525	2,403	1,070	31.1	989	49.8	4,958	121	84.6
	1945	20,899	15,012	35,911	3.3	32,991	2,204	1,037	30.8	933	42.6	4,224	122	82.8
Minneap., St. P. & S. St. M.	1946	4,716	8,197	12,913	3.6	30,365	1,780	827	30.8	944	45.9	2,876	111	115.1
	1945	4,783	9,160	13,943	4.2	27,941	1,707	807	31.5	794	37.1	2,842	121	116.1
Northern Pacific	1946	14,738	18,180	32,918	3.4	38,333	2,428	1,156	31.1	1,077	49.1	5,219	153	86.2
	1945	16,222	18,094	34,316	5.3	33,214	2,382	1,198	33.7	914	36.5	4,876	147	76.8
Central Western Region:														
Alton*	1946	1,163	5,394	6,557	1.7	37,397	2,135	1,029	30.6	903	40.4	5,896	134	57.8
	1945	2,191	6,255	8,446	1.2	33,286	1,557	830	35.0	658	26.6	6,242	164	83.6
Atch., Top. & S. Fe (incl. G. C. & S. F. & P. & S. F.)	1946	36,486	43,309	79,795	4.3	46,678	2,346	963	26.5	1,175	63.8	7,119	109	118.4
	1945	39,352	39,310	78,662	4.6	41,576	2,249	925	26.3	1,051	56.8	6,261	126	105.3
Chi. Burl. & Quincy	1946	15,771	26,053	41,824	3.3	44,483	2,664	1,220	31.2	1,194	57.7	5,871	108	87.7
	1945	16,332	26,751	43,083	3.6	37,284	2,382	1,098	31.8	1,095	53.2	5,683	132	98.8
Chi., Rock I. & Pac.*	1946	8,957	24,576	33,533	3.5	38,164	2,154	952	29.8	1,160	60.1	5,085	107	108.4
	1945	11,007	27,026	38,033	3.9	31,604	1,944	860	28.6	923	47.9	4,474	135	96.7
Denver & R. G. Wn.*	1946	6,496	6,103	12,599	4.0	35,064	2,094	1,063	33.4	915	35.7	5,049	172	69.5
	1945	7,704	6,015	13,719	4.5	29,135	1,929	975	32.8	822	32.4	4,800	189	77.8
Southern Pacific Company	1946	21,488	49,777	71,265	2.3	38,641	2,606	1,135	28.3	1,157	57.9	10,038	110	102.3
	1945	22,790	41,730	64,520	3.1	37,031	2,618	1,159	27.4	992	48.3	8,043	114	87.5
Union Pacific	1946	22,729	39,866	62,595	2.6	49,827	2,651	1,150	28.6	1,353	68.8	8,813	132	101.7
	1945	25,154	29,819	54,973	3.6	43,490	2,280	1,034	28.5	1,365	67.3	8,270	142	99.6
Southwestern Region:														
Mo.-Kans.-Texas Lines	1946	1,148	8,523	9,671	.9	34,644	1,867	843	29.3	1,471	74.0	4,355	91	107.8
	1945	1,661	6,464	8,125	.1	31,341	1,643	739	29.7	1,563	79.4	3,899	92	113.2
Missouri Pacific*	1946	15,719	25,856	41,575	1.7	40,307	2,239	1,008	30.5	1,137	55.9	6,847	112	108.3
	1945	15,440	27,221	42,661	1.6	35,673	2,195	987	30.3	1,049	52.3	6,180	134	100.4
Texas & Pacific	1946	1,320	6,546	7,866	2.4	41,510	2,184	932	28.0	1,415	73.2	6,059	91	86.0
	1945	1,798	5,150	6,948	2.2	38,343	2,074	853	26.9	1,270	69.9	5,150	100	75.9
St. Louis-San Francisco*	1946	4,772	13,789	18,561	1.9	31,505	1,595	718	29.9	1,183	57.5	4,742	136	102.3
	1945	7,235	12,637	19,872	2.1	29,238	1,510	676	30.1	1,024	51.9	4,732	156	105.9
St. Louis-San Fran. & Texas	1946	...	388	388	1.3	24,074	1,243	513	28.9	1,343	70.2	3,267	122	95.1
	1945	...	292	292	4.5	21,581	1,153	501	29.2	1,809	93.4	3,607	123	139.7
St. Louis Southw. Lines*	1946	1,108	4,765	5,873	2.3	45,754	2,361	1,056	25.4	1,956	94.9	7,702	83	102.8
	1945	1,304	4,208	5,512	2.9	37,825	2,012	899	25.7	1,641	81.7	6,328	100	88.2
Texas & New Orleans	1946	2,991	15,096	18,087	2.3	32,844	1,767	815	28.9	1,317	60.3	5,930	90	135.5
	1945	3,853	14,328	18,181	4.4	31,603	1,742	791	28.6	1,119	53.4	5,067	101	109.2

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to Revision.

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Current Publications

Pamphlets

Bus Facts, 1946-1947, 17th Edition, 56 pages. Compiled and published by the National Association of Motor Bus Operators, 839 17th st., N. W., Washington 6, D. C. Free.

This booklet is a compilation of facts and figures of the motor bus industry as of December 31, 1945. It contains statistics on bus operations, trends in bus production, data on taxes, including a digest of motor bus taxes and fees by states, and concludes with a survey of state regulation and state restrictions on sizes and weights of motor buses.

Speed; Action Story of Air Express in 32 Pictures, 11 pages. Issued by the Air Express Division, Railway Express Agency, 230 Park ave., New York 17. Free.

People not familiar with air express and its workings will find this pamphlet of interest. The story of an air express shipment from beginning to end is told in photographs. A typical time and rate chart is included; also an explanation, with pictures, of how to ship to and from off-air line points by air express.

Dynamic Management Controls with Sched-U-Graph. 32 pages, illustrations. Prepared by Remington Rand, Inc., 315 Fourth ave., New York 10, N. Y. Free.

This booklet presents significant facts concerning the effective application of cost-reducing, time-saving methods pioneered by Henry L. Gantt that Sched-U-Graph makes possible. The brochure points out the merit of Sched-U-Graph automatic charting methods for use by railroads wherever a planning or scheduling problem is present as in car shops, or controlling space reservations on passenger trains. It emphasizes that, where facts are a guide to actions, such facts may be organized for visual control through these methods.

Trade Publications

Truscon Steel Doors for Hangars and Industrial Buildings, 1947 edition. 36 pages. Published by Truscon Steel Company, Youngstown 1, Ohio. Free.

This new illustrated catalogue contains much information about the design, construction, erection, and operation of eleven types of Truscon steel doors. Numerous photographs and drawings of details, correlated with the text of specifications, combine to make a handbook for architects and building engineers.

Color Dynamics. 32 pages. Published by the Pittsburgh Plate Glass Company, Grant building, Pittsburgh, Pa. Free.

Deals with the use of color as an aid to the sfficient operation of plants and factories. Separate sections are devoted to the application of color to machines, walls, ceilings, floors, aisles, and mobile equipment, and the text of each section is supported by full-color illustrations. The final section contains simplified and practical material specifications for industrial painting. A useful booklet for those charged with the responsibility of efficient maintenance and operation.

Books

Public Relations in Action, edited by Philip Lesly. 280 pages, illustrations. Published by Ziff-Davis Publishing Company, 350 Fifth ave., New York 1. Price, $4.50.

This book is a compilation of case studies from the first annual awards competition

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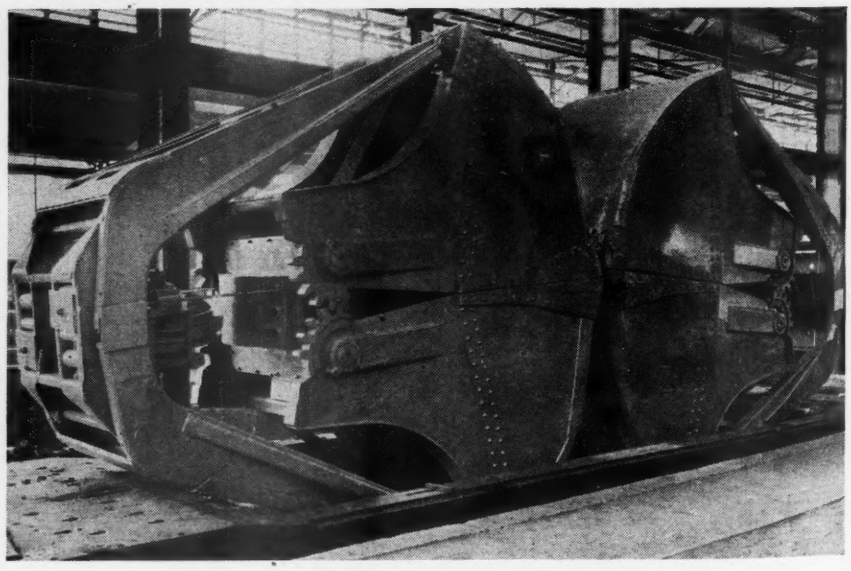
Largest Clamshell Buckets



These clamshell buckets are believed to be the largest ever built, each having a capacity of 23 cu. yd., sufficient to load a hopper car in three passes. To be used in transferring coal from Great Lakes vessels to dock storage, they were built by the Blaw-Knox Company, Pittsburgh, Pa. Each bucket is 6 ft. 6 in. wide, 17 ft. 1 in. high, when closed, and 15 ft. 3 in. long. When two of the buckets were loaded recently on a well-type flat car, as shown, the overall height of the shipment was less than 1 in. under the maximum height permitted by railroad clearance requirements

of the American Public Relations Association. Some of the prize-winning entries have not been included because their programs too closely duplicated others that are included. At the same time, a few entries which did not win awards are included because they are illustrative of excellent planning or execution which are not included in others.

Two railroads are included—the New York, New Haven & Hartford and the Southern. The former's program was based on educational material for use in New England schools, and the latter's on developing the area served by it and "selling" the South to the nation. The program of the American Trucking Associations, Inc., based on education of shippers and carriers is also described.

Public Investment and Full Employment, prepared by Benjamin Higgins. 348 pages. Published by the International Labour Office, 3450 Drummond street, Montreal 25, Canada, as Studies and Reports, New Series No. 3. Price, $2.25.

"The International Labour Organization has long and persistently advocated the counter-cyclical timing of public investment as a means of offsetting fluctuations in private employment. . . . It is generally recognized today that the achievement and maintenance of a high level of employment depends essentially on achieving and maintaining a regular flow of the natinal income, which consists of expenditures on goods and services. Of these expenditures, that of public investment is particularly significant from the point of view of employment policy, as it can be varied in an anti-cyclical manner to counteract industrial fluctuations. While the desirability of an anti-cyclical timing of public investment is widely accepted, the application of this principle is beset by many difficulties. It is the object of the present report to explain what these difficulties are, suggest methods by which they may be overcome."

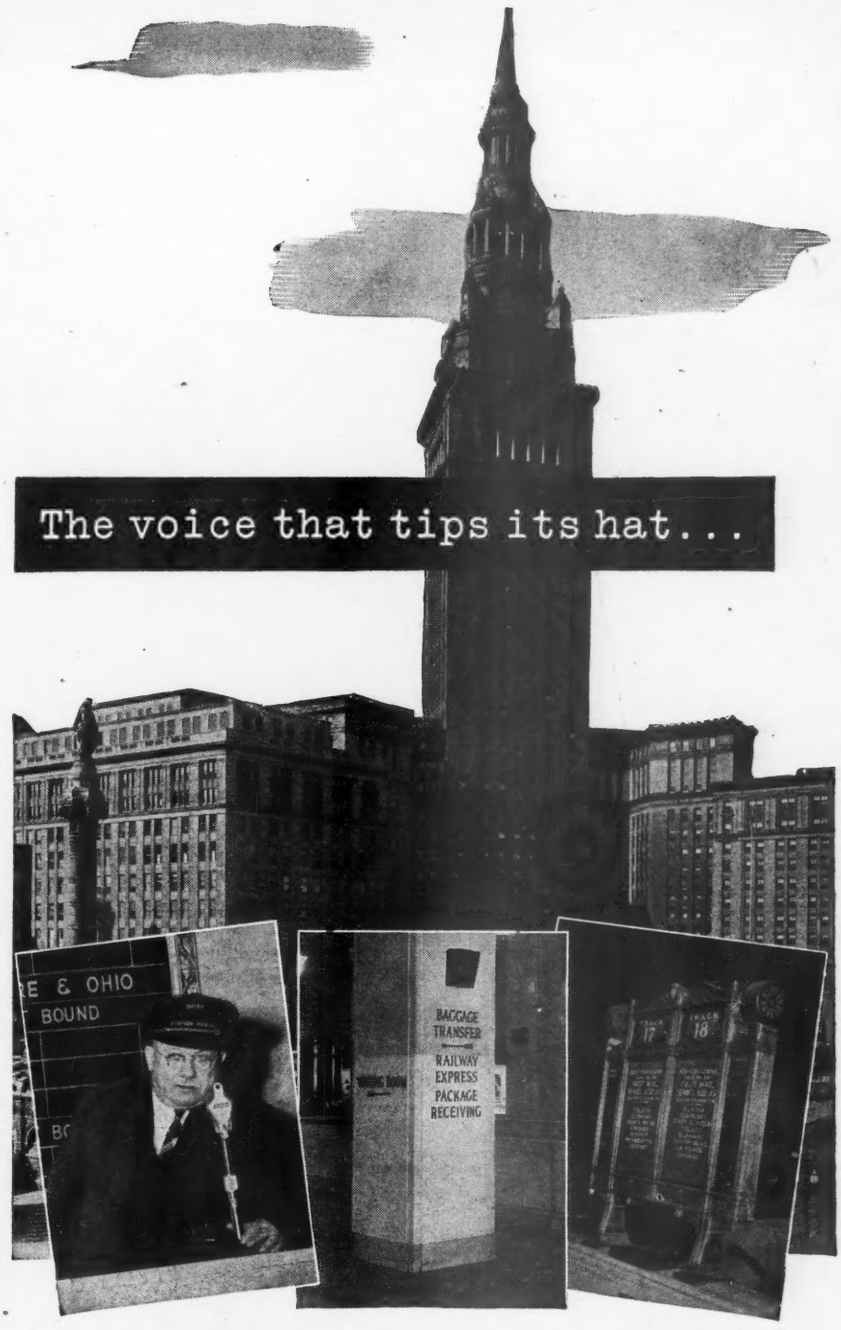
Articles in Periodicals

New Zealand's Modern Equipment, by R. C. Mathews. Wheels, March-April, 1947, pp. 11-14. Published by the American Car & Foundry Co., 30 Church st., New York 8. Single copies, 10 cents.

Mr. Mathews, director of public relations of the New Zealand Railways, describes the passenger equipment in use on this system. The two types most used are 56-foot coaches of the chair type and sleeping cars of the same length. A kitchenette at one end of the car is staffed by the sleeping car attendant, who attends to the needs of the passengers, providing tea or coffee and toast as required.

Britain's Railways. Fortune, April, 1947, page 86, et seq. Published by Time, Inc., 350 Fifth ave., New York 1. Single copies, $1.00.

A detailed account of British operating practices, in comparison with those of American railroads, is given in this article. The British railways' ability to make their passenger services pay is particularly emphasized, and some reasons are suggested for this accomplishment.



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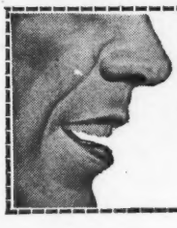

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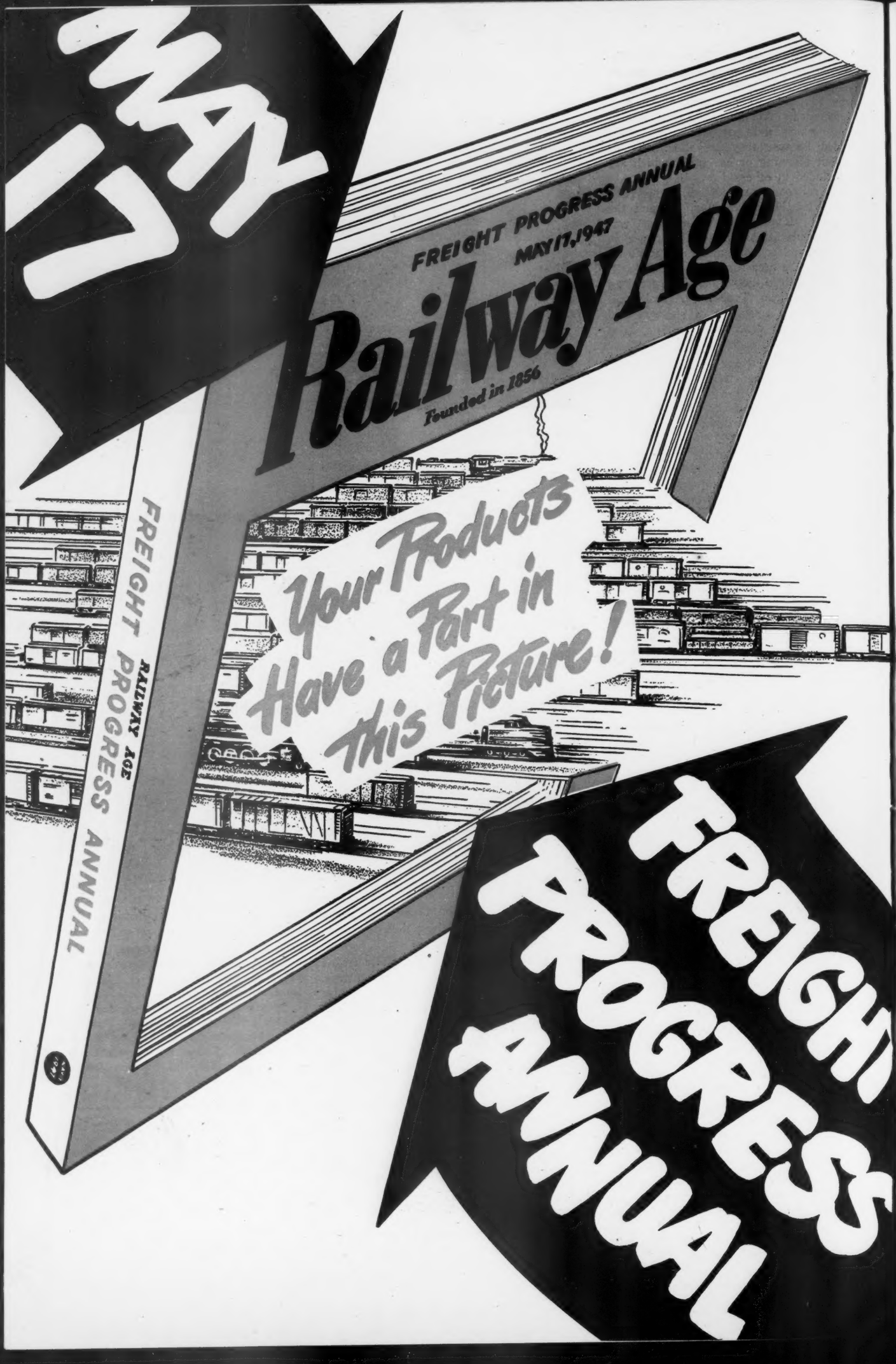
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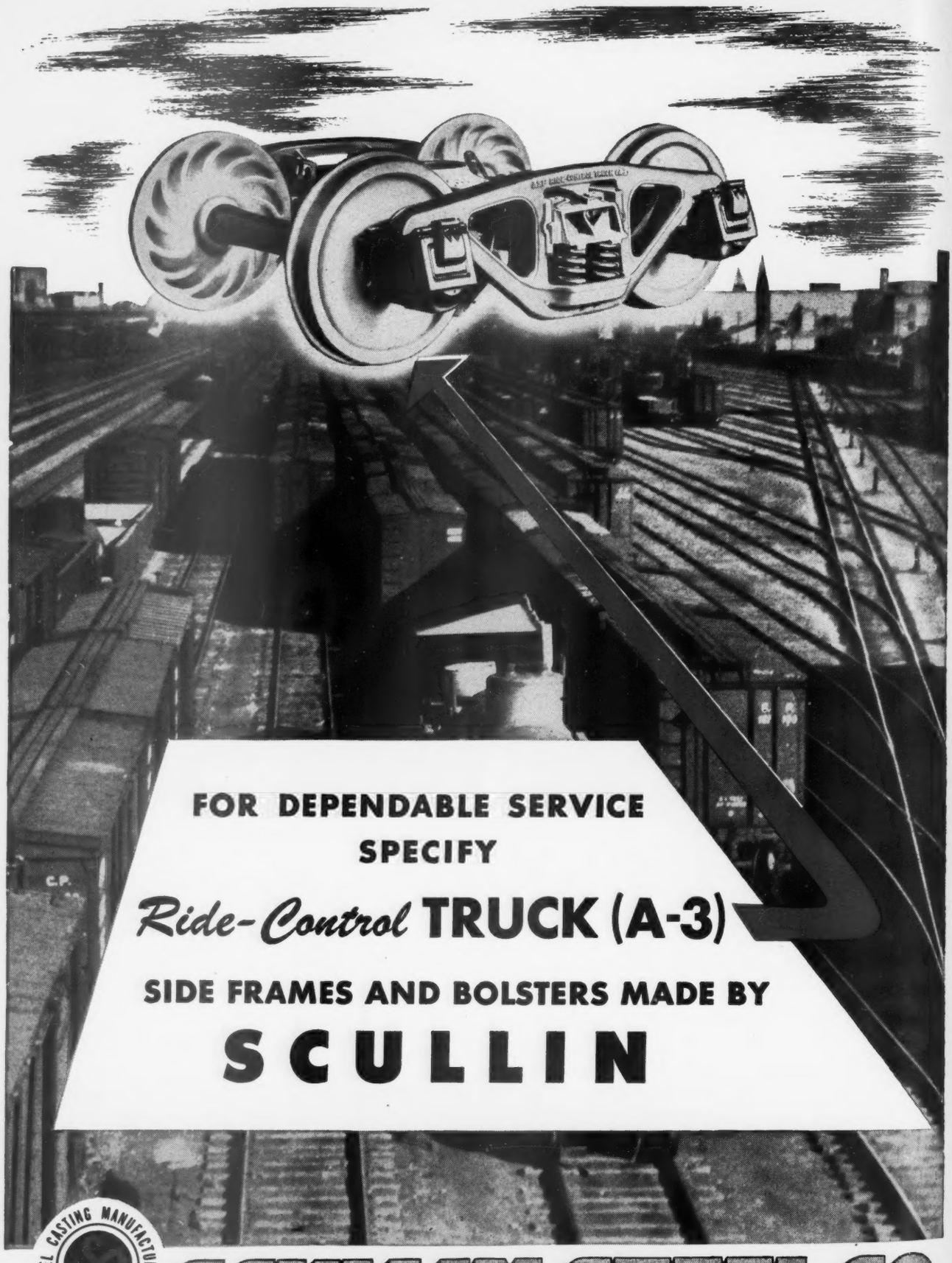

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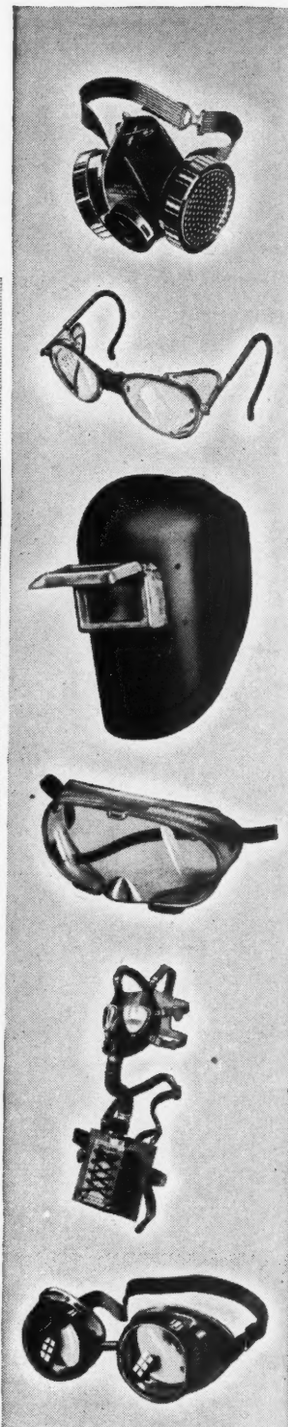

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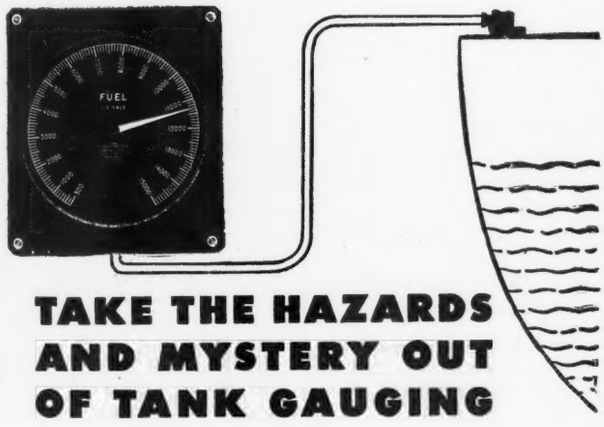

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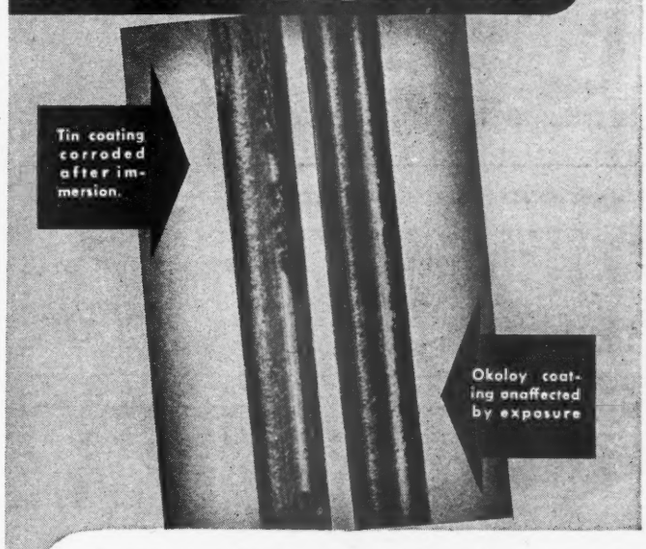

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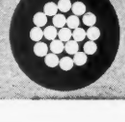

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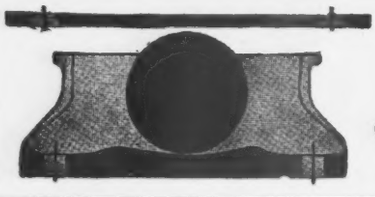

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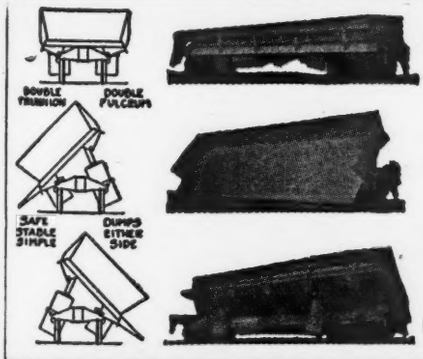

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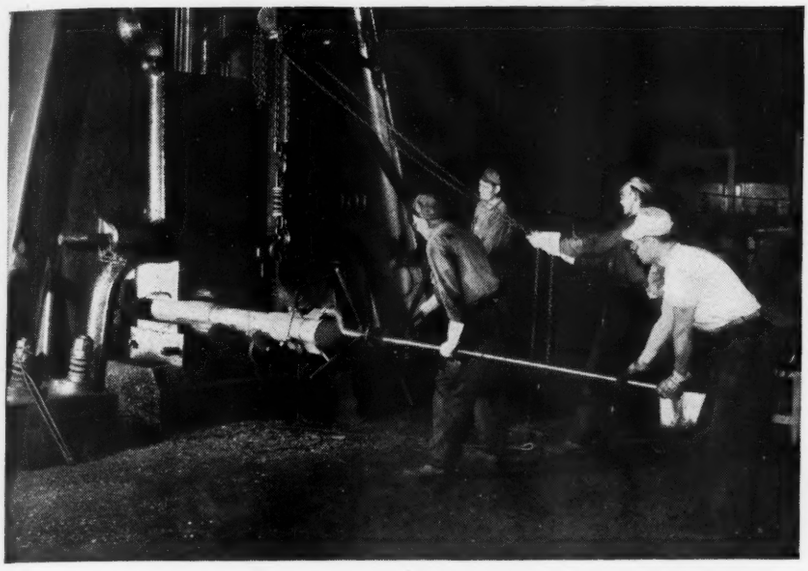

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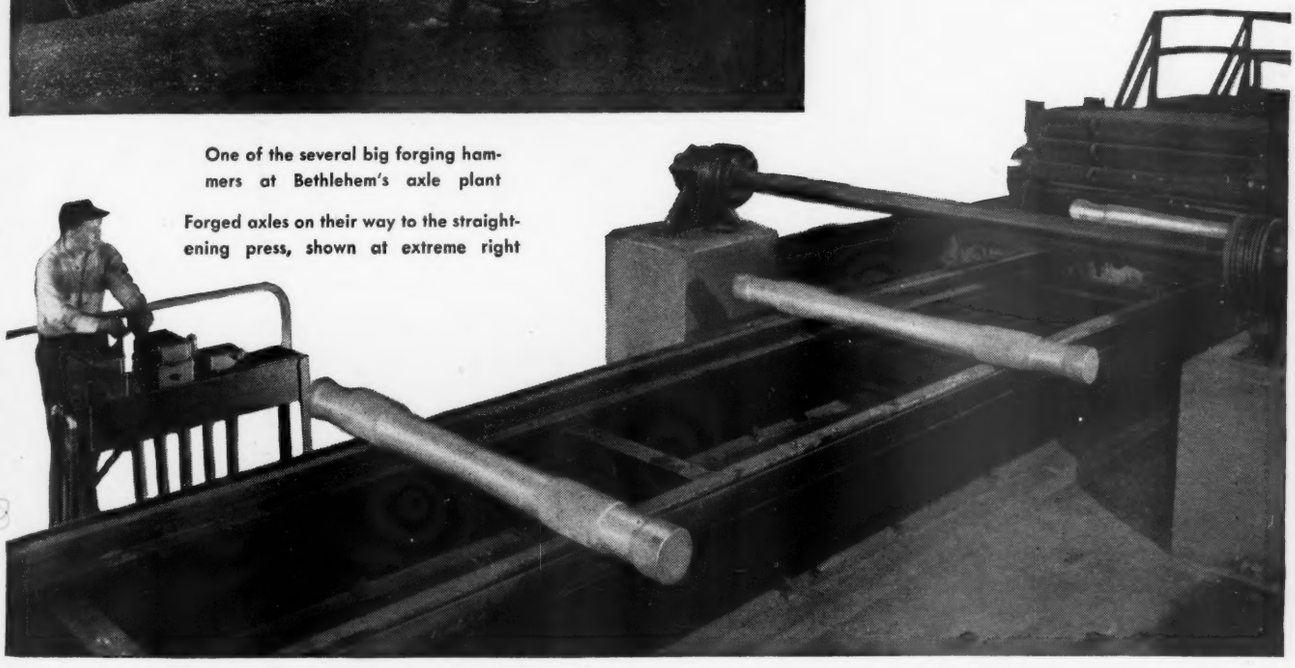

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Forged axles on their way to the straightening press, shown at extreme right

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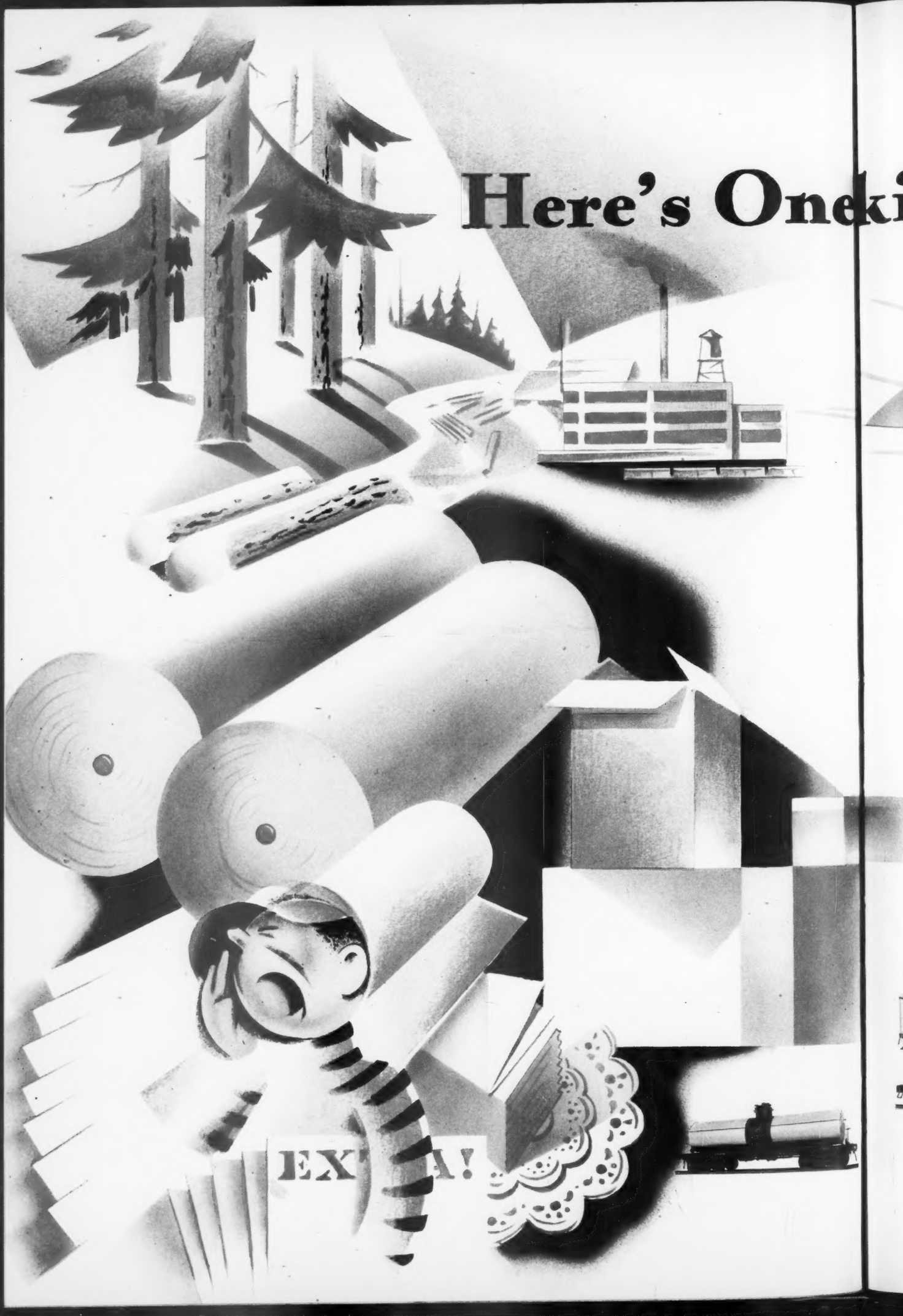
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EX A!

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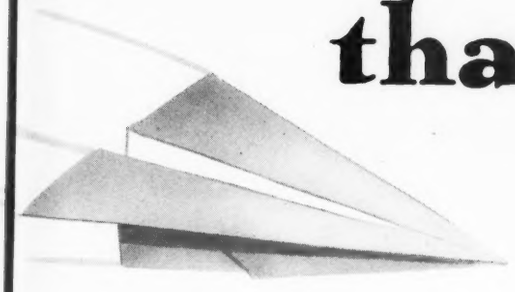

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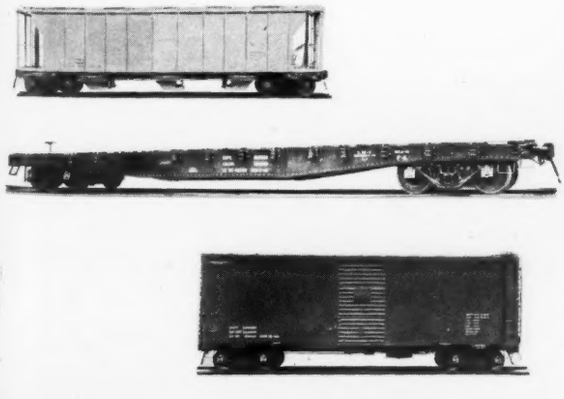

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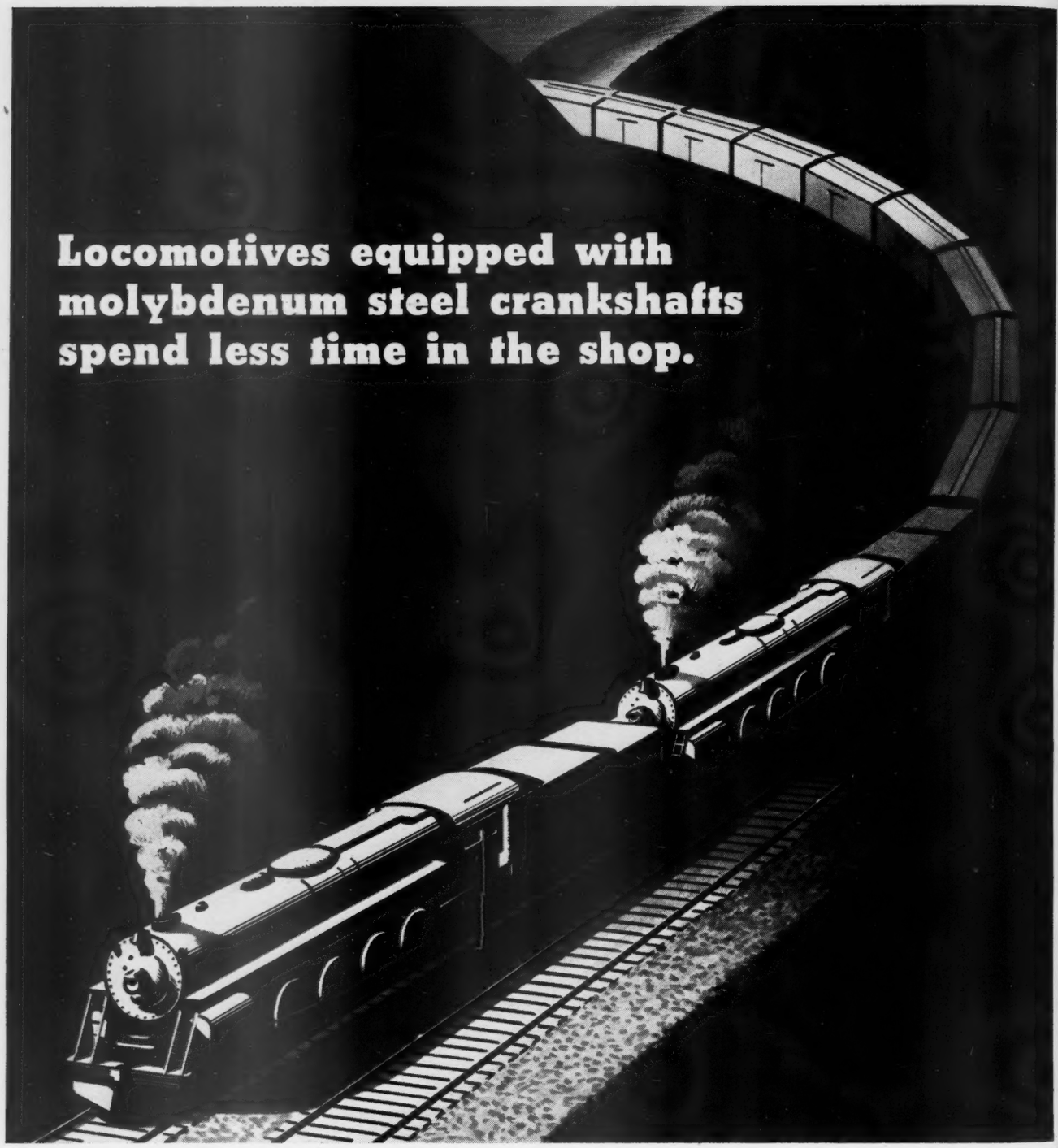

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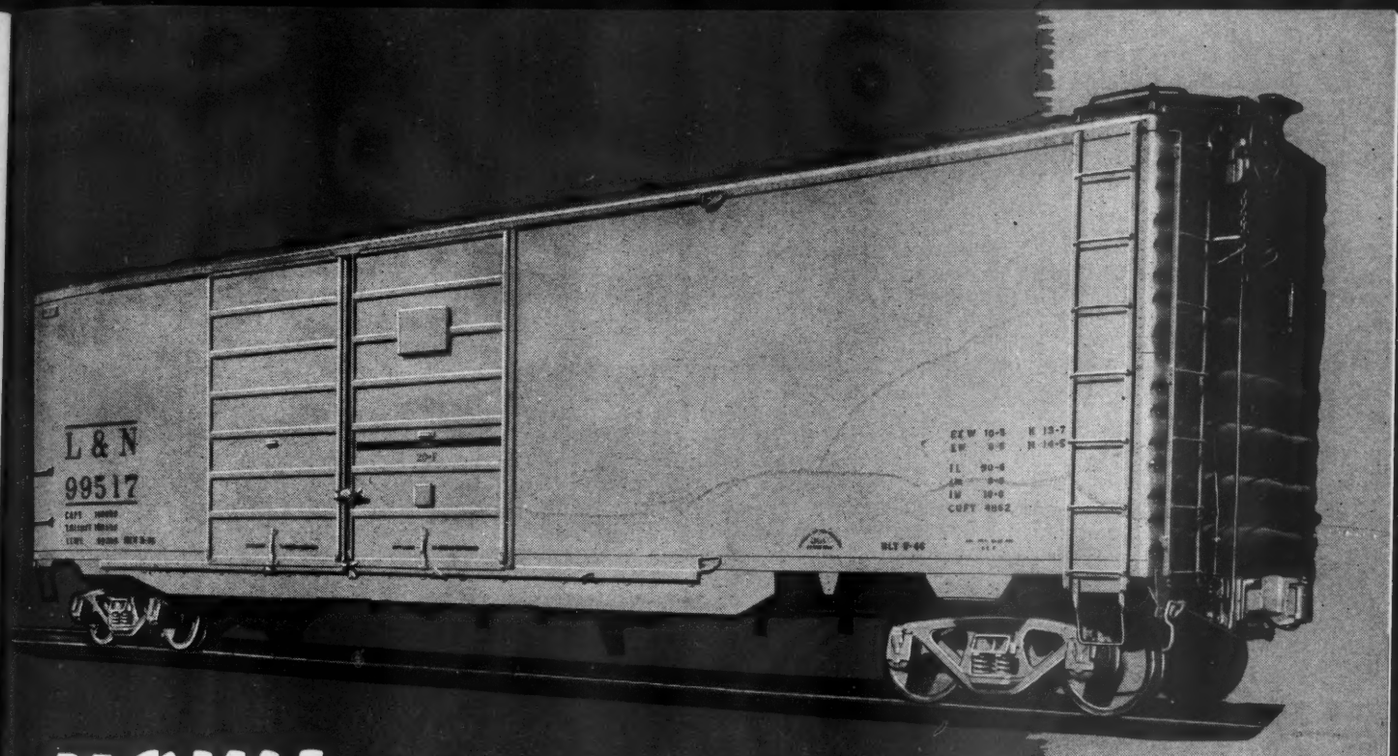

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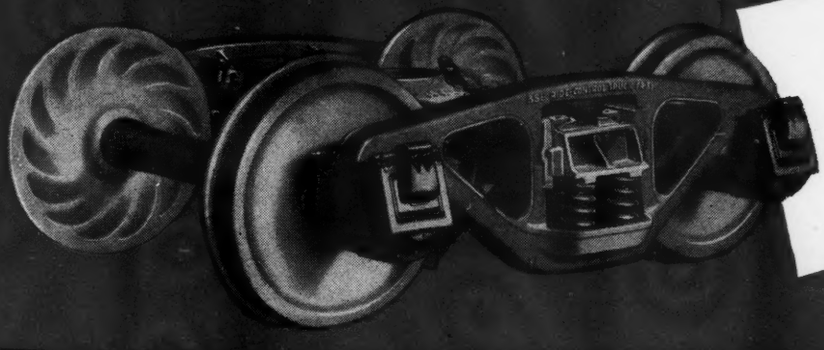
LONG SPRING TRAVEL • CONSTANT FRICTION CONTROL



Repeat orders have been received from two-thirds of all American railroads using Ride-Control Trucks.

AMERICAN STEEL FOUNDRIES

MINT-MARK OF ⬡ FINE CAST STEEL

MORE ADVANTAGES ++

G-B MFG. CO.

*Registered U.S. Patent Office by Owens-Corning Fiberglas Corp.

Thermal Insulation for Refrigerator Cars, Tank Cars, Passenger Cars and Locomotives.

ESTABLISHED 1898 NEW YORK • PHILADELPHIA • CHICAGO

BETTER INSULATION

G-B ULTRALITE SAVES UP TO ½ THE INSULATION WEIGHT AND PROVIDES BETTER THERMAL AND ACOUSTICAL EFFICIENCY.

For the ultra-modern passenger trains, now being fabricated of the sturdy, lighter weight metals, G-B ULTRALITE, made with FIBERGLAS, is the ideal lightweight companion material for insulating purposes. Completely inorganic, the glass fibers of ULTRALITE can in no way deteriorate or injure the metal which they may contact. The millions of air-filled glass cells formed by the bonded fibers provide the finest thermal and acoustical efficiency for the full life of the car, because they are impervious to the elements and operational fatigue that cause other materials to lose insulating effectiveness.

ULTRALITE, being semi-rigid in form, also simplifies and reduces installation problems and cost. It is easy to handle, easy to cut and makes possible permanent, snug-fitting application even in difficult-to-insulate places.

For passenger and refrigerator car installation, G-B ULTRALITE insulation is available either faced or unfaced in appropriate thicknesses and densities.

Application of G-B ULTRALITE to Chicago, Milwaukee, St. Paul & Pacific R.R. passenger cars, built in their Milwaukee shops. Plain ULTRALITE is used in side walls and ULTRALITE faced with reinforced asbestos paper is applied to roofs.

GUSTIN-BACON MANUFACTURING CO.

KANSAS CITY 7, MISSOURI

TULSA • HOUSTON • FORT WORTH • SAN FRANCISCO

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

A Report to the Public

HIGHLIGHTS FOR THE YEAR . . .

Out of gross revenue of $69,481,551, net income was only $36,216. This slight net income was possible only because of a carry-back tax credit of $933,531 and because we were favored with reasonably good operating weather. Except for anthracite coal, we handled the greatest volume of freight traffic of any peacetime year . . .

. . . Strikes! Two bituminous coal strikes, a truck strike in New York City and vicinity, strikes in the automobile, steel, meat packing, electrical supply and other industries. The first nation-wide railroad strike since the shopmen's strike of 1922 and the first since the enactment of the Railway Labor Act of 1926.

. . . Freight car shortage, the first since 1923. A record grain crop, a heavy volume of less carload freight, strikes, the five-day week and a deficiency in total railroad ownership caused this shortage.

CONDENSED INCOME STATEMENT

	1946	1945	Increase or Decrease Amount	Per Cent
Operating Revenues	$69,481,551	$72,245,847	$2,764,296*	3.83
Net Railway Operating Income	5,109,258	2,347,901	2,761,357	117.61
Income Available for Charges	5,779,864	3,260,762	2,519,102	77.26
Net Income after Fixed and Contingent charges	36,216	Def. 3,292,145	3,328,361	——

* Decrease

Rates and Fares

To meet rising costs resulting from an increase of 51 per cent in wages and increases in the cost of materials and supplies varying up to 60 per cent, the Interstate Commerce Commission granted an interim increase, effective July 1, which yielded $2,271,159, but which in terms of gross revenue was only 6.6 per cent and was clearly inadequate. Effective January 1, 1947, the Commission allowed increased freight rates averaging about 17.9 per cent, and it is hoped that the new freight rates will add $10,200,000 to gross revenue, or about 14.6 per cent. This will still fail to yield a rate of return sufficient to meet the needs of the industry, preserve it in private ownership and improve its credit.

The railroads are the keystone in the arch of private enterprise. Should that keystone collapse and the railroads become government owned and operated, no one can predict how many other industries would become the victims of state socialism. Transportation is the medium through which dollars of production are converted into dollars of sales, and the railroads are the most vital factor in transportation. There must be an awareness on the part of the people and their public servants that if the railroads are to be operated and maintained as a private enterprise it will be possible only by the realization of an adequate return on the investment in transportation property. The financial credit of no industry can be maintained on a rate of return as low as that of the railroads in the last 26 years. And therein lies the real danger of government ownership. For that reason and so that the railroads can perform their public service properly, the Member Roads of the Association of American Railroads have adopted a resolution to do all within their power necessary to secure a 6 per cent return on the valuation of railroads established by the Interstate Commerce Commission.

Wages

Average hourly wages in the railroad industry have increased 51 per cent since 1941. The increased wages, effective in 1946 only, including payroll taxes applicable thereto, cost our Company $6,063,061, while the interim rate increases, effective July 1, produced additional revenue of only $2,271,159 The additional revenue thus failed to compensate for the 1946 wage increases alone by $3,791,902.

Taxes

The Railroad Social Insurance Bill, also known as the Crosser Bill, became law on July 31, 1946. This comprehensive amendment of the Railroad Retirement and Railroad Unemployment Insurance Acts raised the payroll tax rate to be paid by employes from 3½ per cent to 5¾ per cent and the rate to be paid by the railroads from 6½ per cent to 8¾ per cent, effective January 1, 1947. The Bill was vigorously opposed by railroad management because it makes the Railroad Retirement fund actuarially unsound, provides for benefits for railroad employes far more liberal than for employes of other industries and because of the additional cost. The increased payroll tax resulting from the Crosser Bill alone is estimated to cost our Company $840,000 annually, and will make the total payroll tax for pensions, unemployment and other benefits about $3,250,000 per year, and that is about 45 per cent of our total railway tax accruals other than Federal income tax.

Financial

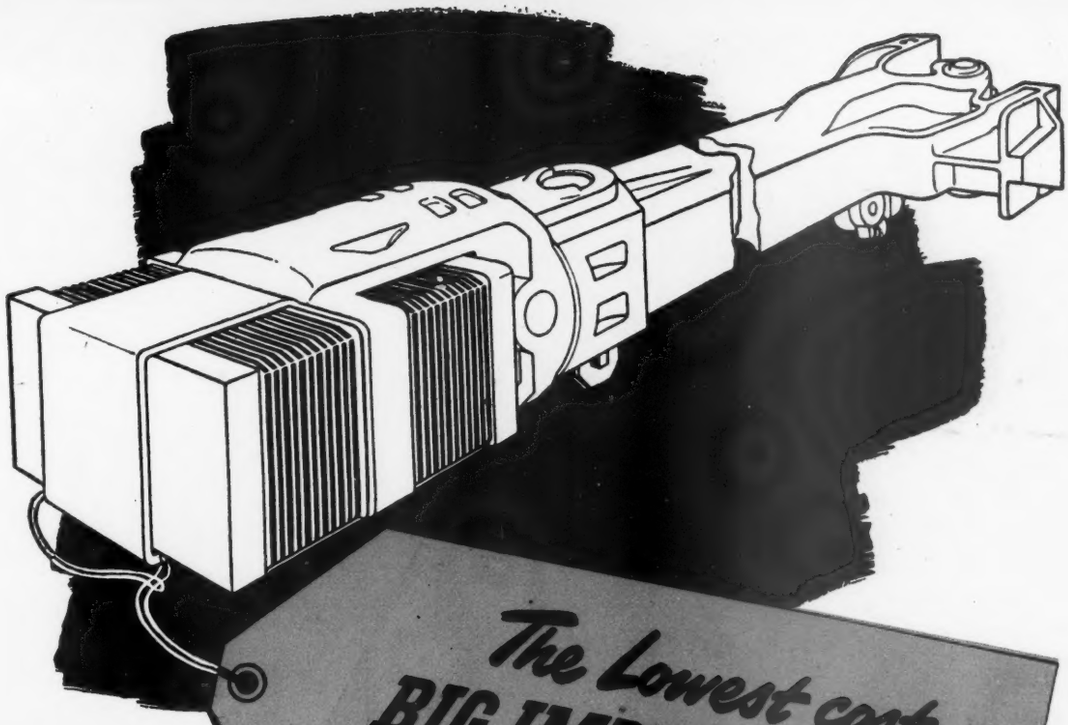
During the year 1946, our Company paid off $2,808,000 principal amount of ferry bonds, which at maturity were outstanding in the hands of the public. In addition, the Company purchased $1,772,000 par value of its bonds at a cost of $1,202,850, and also purchased $705,810 par value of leased line stocks at a cost of $754,635 making a total reduction of $5,285,810 par value of outstanding bonds and stocks, at a cost of $4,765,485. For this purpose, a temporary bank loan of $2,000,000 was made on May 1, of which $750,000 has been paid.

As of December 31, 1946, net fixed charges were reduced to $4,690,734, and contingent interest reduced to $586,605 annually, compared with net fixed charges on December 31, 1940, of $6,336,319.

The Outlook

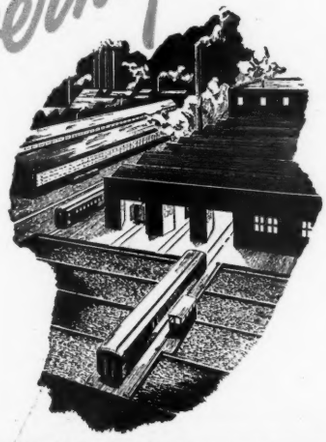
With New Jersey back taxes and the Federal income taxes of lessor roads paid up, the mergers of leased lines about completed and Ferry bonds redeemed, our Company has no immediate debt obligation except $1,250,000 remaining of bank loans. Business men inform us that there is a continuing demand for goods and that production will depend upon the absence of strikes and improved labor efficiency. Should production of goods be not curtailed and costs not materially increased, our Company may look forward to an improvement in net earnings, but in order to insure an adequate return it is our opinion that there must be some further increase in freight rates and passenger fares. There is, however, a limit to which freight rates and passenger fares can be increased because of competition from other forms of transportation that receive financial subsidy at the expense of taxpayers.

WM. WHITE,
PRESIDENT.



The Lowest cost BIG IMPROVEMENT for existing cars

CHANGE OVER, *Overnight*



IT'S TWIN CUSHIONS that cushion the shocks of car-to-car impacts on modern streamliners and these Twin Cushions will give as fine performance on existing cars. Overnight you can replace metallic friction gears with Waughmat Twin Cushions to smooth the ride on your older cars. Change over, overnight.

WAUGHMAT *Twin Cushions*

WAUGH EQUIPMENT COMPANY, New York · Chicago · St. Louis · Canadian Waugh Equipment Company: Montreal

The hollow forged design eliminates dormant material and resultant excess weight in Schaefer connections of various capacities. Lighter, stronger, longer life. Specify Schaefer. Write for catalog.

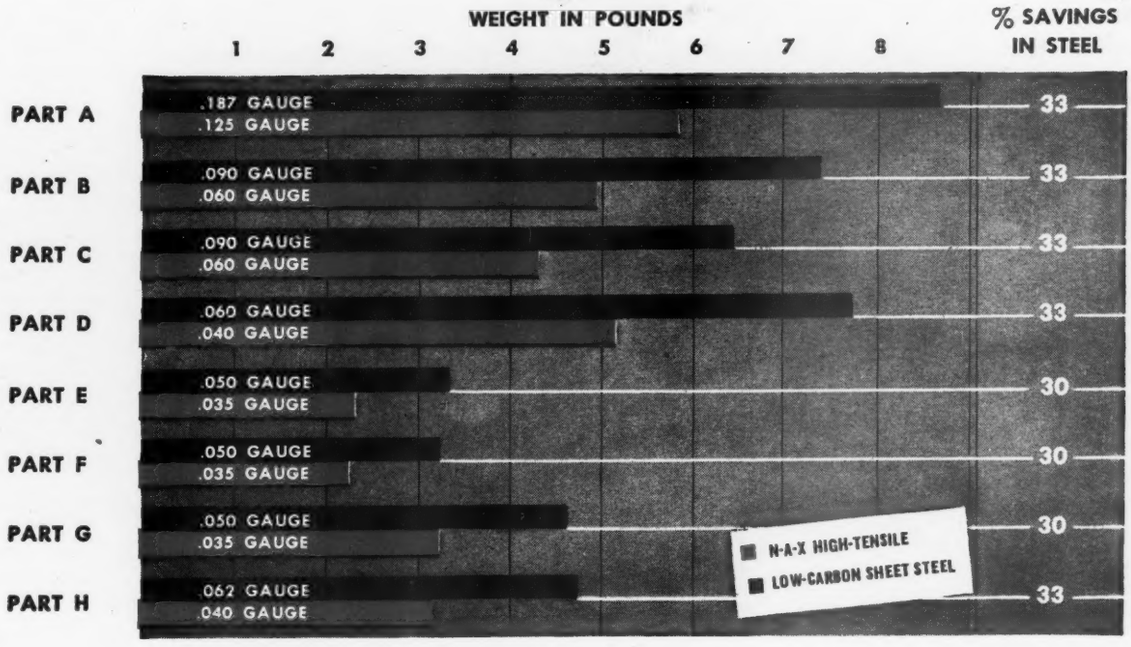
Schaefer

SCHAEFER EQUIPMENT COMPANY • • • KOPPERS BLDG. PITTSBURGH, PA.

THE NEW ARITHMETIC IN STEEL

ACTUAL PRODUCTION FIGURES MORE THAN PROVE IT:

3 TONS N-A-X HIGH-TENSILE > 4 TONS CARBON SHEET STEEL



We have claimed that N-A-X HIGH-TENSILE can effect a 25% saving in steel. This graph shows the results when one leading manufacturer switched from carbon steel sheets to N-A-X HIGH-TENSILE . . . utilized thinner sections with no sacrifice of strength . . . and saved up to 33% in steel.

The change was made because of the unique combination of properties of N-A-X HIGH-TENSILE. With its 50% higher physical properties, it has exceptional formability for a high-strength steel, and can be formed and drawn into intricate shapes with little or no change in dies or machinery adjustments. It has excellent weldability, great impact toughness, high fatigue- and corrosion-resistance. These qualities not only provide a more durable product, but often effect economies in fabricating and handling. Based on *over-all costs,* N-A-X HIGH-TENSILE compares favorably with carbon sheet steel.

Today's supply of N-A-X HIGH-TENSILE is insufficient to meet the demand, but we are looking forward to the day when we can fill your needs. When that time comes, our engineers and metallurgists will be glad to work with you to determine just how much steel you can save by using N-A-X HIGH-TENSILE.

MAKE A TON OF SHEET STEEL GO FARTHER
Specify—
N-A-X
HIGH-TENSILE STEEL

GREAT LAKES STEEL
Corporation

N-A-X ALLOY DIVISION • DETROIT 18, MICHIGAN
UNIT OF NATIONAL STEEL CORPORATION

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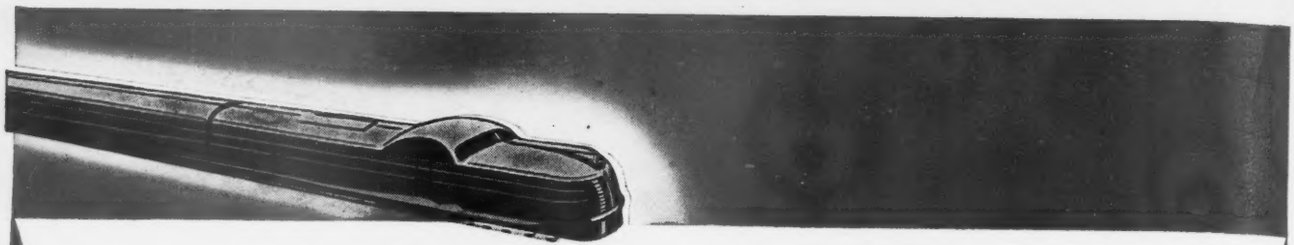
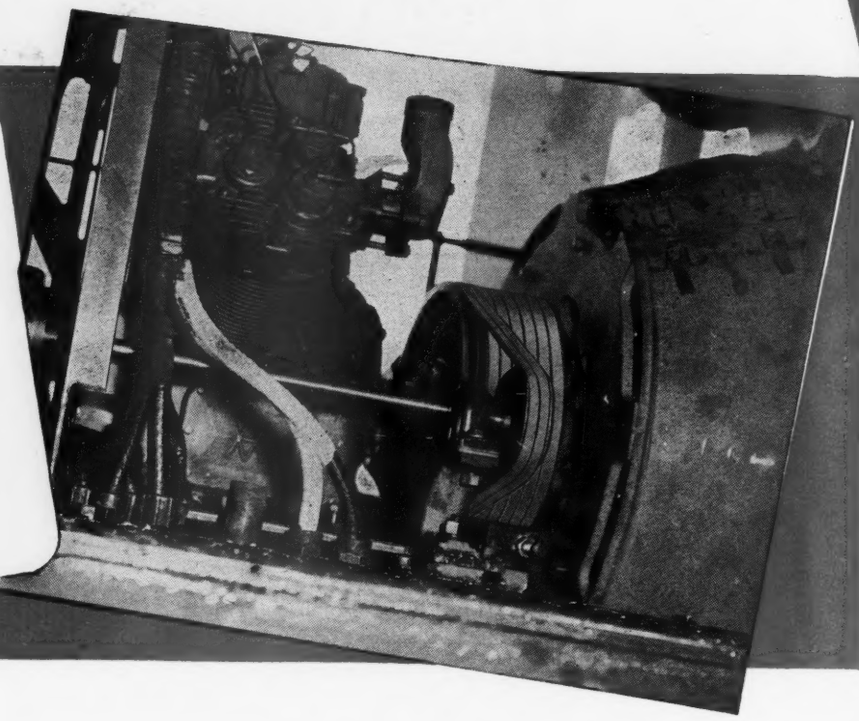
GREAT LAKES STEEL CORP.



WHERE POSITIVE POWER IS A MUST

DAYTON ENDLESS V-BELT DRIVES are original equipment on over 90% of all Diesel locomotives built in the United States



Once in service, the performance of Dayton Endless V-Belt Drives is constantly checked by trained Railway Field Engineers who follow up equipment in railroad yards to check operating service. In industrial plants, too, Dayton V-Belts have proved their performance ability on thousands of installations. And with more than 40 years' experience working with natural and synthetic rubber, Dayton is striving constantly to develop V-Belts of even greater performance potential.

WHEN YOU NEED ADVICE—GO TO AN EXPERT

Dayton engineers will welcome your inquiries . . . work with you . . . help you select the right drive to do the best job for your new equipment. And remember . . . the world's finest trains use Dayton V-Belt Axle Drives. Call or write:

DAYTON RUBBER • DAYTON OHIO

To the Men Who Design Tomorrow's Luxury Streamliners . . .

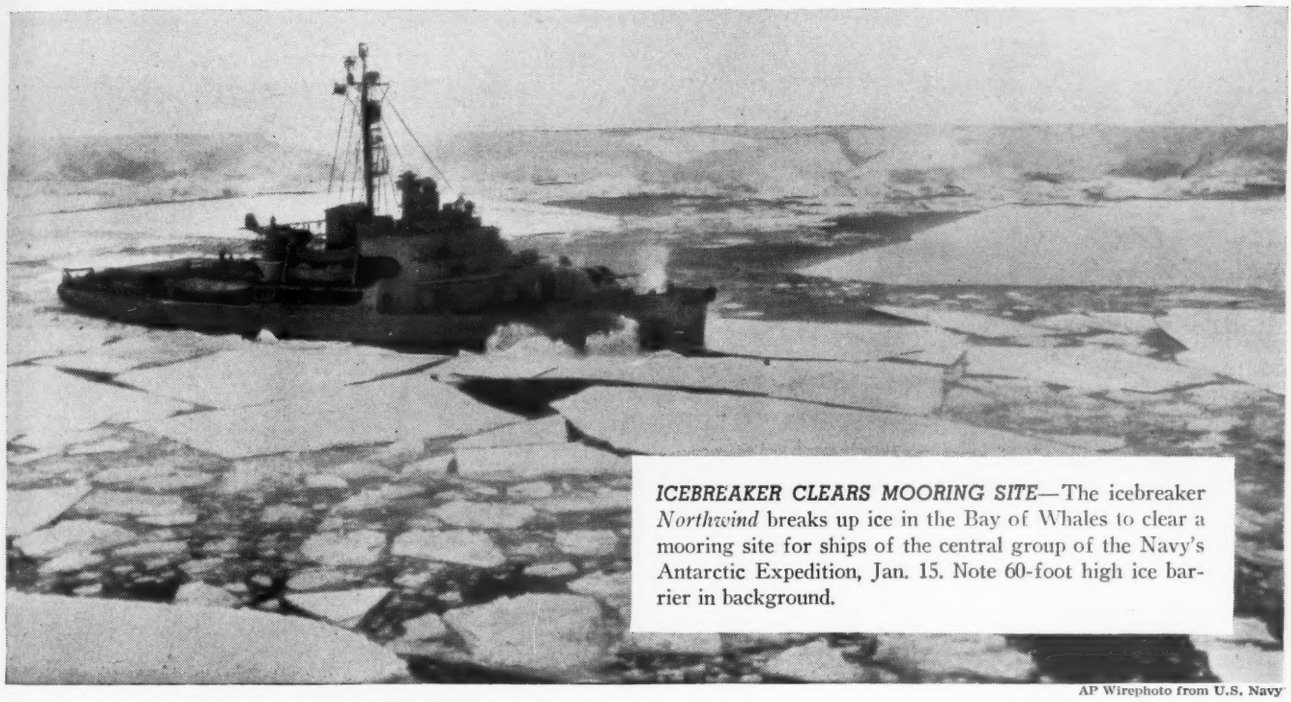
Available shortly — a new, thoroughly different under-car axle drive for 30 kw generators.

Dayton Rubber

THE MARK OF TECHNICAL EXCELLENCE IN NATURAL AND SYNTHETIC RUBBER

Fairbanks-Morse

"SEA-GOING ICE PICKS" HELP BYRD EXPEDITION GET THROUGH



ICEBREAKER CLEARS MOORING SITE—The icebreaker *Northwind* breaks up ice in the Bay of Whales to clear a mooring site for ships of the central group of the Navy's Antarctic Expedition, Jan. 15. Note 60-foot high ice barrier in background.

AP Wirephoto from U.S. Navy

Fairbanks-Morse "OP" Diesel Engines Well Represented in Little America Fleet

With Antarctic storms, low temperatures and dangerous ice packs ever present, no easy task faced the men of the recent Byrd Antarctic Expedition in their efforts to reach the base at Little America. That it was reached, and that supply lanes were kept open, is largely due to the heroic work of icebreakers like the *Northwind* and *Burton Island.*

Rugged, built for smashing ice 20 to 30 feet thick, these "sea-going ice picks" helped facilitate the stupendous job of unloading men, supplies, and equipment, and maintaining open supply lanes for ships traveling to and from the base.

The *Northwind,* with a total of 13,200 hp., is unique among sea-going ships today. Almost all machinery and gear aboard are operated by electricity, which is ably provided for by generators turned by a battery of Fairbanks-Morse opposed-piston diesel engines. Utilizing the flexibility of electric control, many innovations have been provided to handle the specialized tasks of ice crushing.

Outstanding is the ship's use of large tanks located port and starboard in the double hull, with a provision for shifting ballast from one side to the other with great rapidity. The result is a slow-motion teeter-totter effect which rocks the vessel loose from the ice. Maritime engineers call it "heeling and trimming." The reversing pumps used to transfer the ballast were designed and built by Fairbanks-Morse, as were another set of high capacity reversible propeller pumps which fill and empty tanks located fore and aft, to give the ship a pitching motion in extra stubborn ice.

The *Northwind* also boasts a unique crow's nest which serves as a remote control station for most of the operating equipment aboard, a feature which enables the ship to weave through ice floes when visibility from the bridge is impaired.

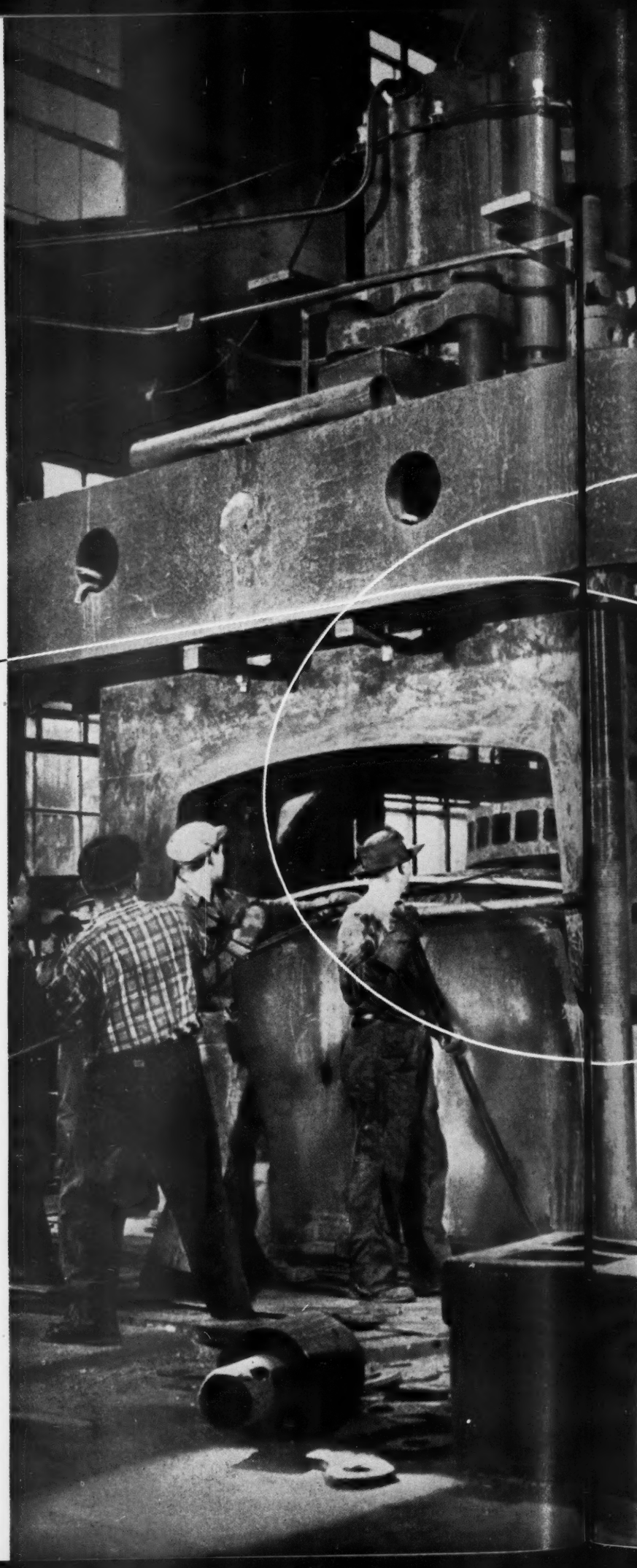
The icebreaker, *Burton Island,* together with the submarine, *USS Sennett,* also serving in the Antarctic fleet, are likewise equipped with Fairbanks-Morse opposed-piston diesel engines—the same type of engines that are used to drive Fairbanks-Morse diesel locomotives, and are making history in modern diesel-electric railroad service. Using a principle of two pistons in each cylinder, driven apart by a central explosion, the "OP" makes each cylinder do the work of two. There are no cylinder heads, no valves, no valve-activating mechanisms. With a minimum of moving parts to wear or require adjusting, maintenance work is thus kept at a minimum. *Fairbanks-Morse: a name worth remembering.*

FOR FURTHER INFORMATION ON FAIRBANKS-MORSE DIESEL LOCOMOTIVES, PHONE, WIRE OR WRITE RAILROAD DIVISION, FAIRBANKS, MORSE & CO., FAIRBANKS-MORSE BLDG., CHICAGO 5, ILLINOIS

Facts About Steam
Locomotive Parts

Flanging Press

What happens here . . .



. . . may make a huge difference in service and safety here!

IN this hydraulic flanging press in ALCO's shops a hip sheet is being formed which will become the upper section of a throat sheet in one of the largest boilers used on modern steam locomotives.

To accomplish the purpose of this sheet it must be formed so that its shape changes from a slightly crowned box section at the fire box end to a circular section at the boiler shell.

The hydraulic press eliminates the cold flanging that a less specialized shop would be forced to use at the risk of checking, which usually results from cold flanging.

Here again you see how specialized equipment in the hands of specialized ALCO craftsmen is concentrated on specific work—sometimes a single operation on a single locomotive part—in ALCO shops. Thus the ultimate in fine workmanship is obtained. The same principle is carried on throughout ALCO's large-scale production of modern locomotives and locomotive parts.

In no other way can consistent top quality be combined with economy. That is why genuine ALCO replacement parts give you the greatest possible value per dollar in safety and service! American Locomotive Company, 30 Church Street, New York 8, N. Y. Manufactured and sold in Canada by the Montreal Locomotive Works, Ltd.

American Locomotive

Alco

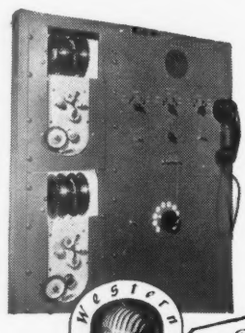
THE MARK OF MODERN ENGINEERING

. . . and now *Music*

Yes, now add music to the comforts and conveniences of modern rail travel! Passengers can relax and listen to the rhythms of the world's most talented musicians . . . reproduced with the lifelike realism of the concert hall.

Music will make traveling more pleasant for rail passengers. It will help keep them happy as they ride . . . give them a new sense of comfort and relaxation . . . make them want to travel more often, now that it's possible to offer the finest radio entertainment and specially selected recorded programs throughout the train.

Western Electric's new Railroad Program Distribution System makes this all possible. This new high-quality system is a facility through which railroads may provide continuous recorded music from magnetic reproducers, as well as a selection of radio programs. It permits special train-wide announcements . . . allows private room occupants to choose their own programs.



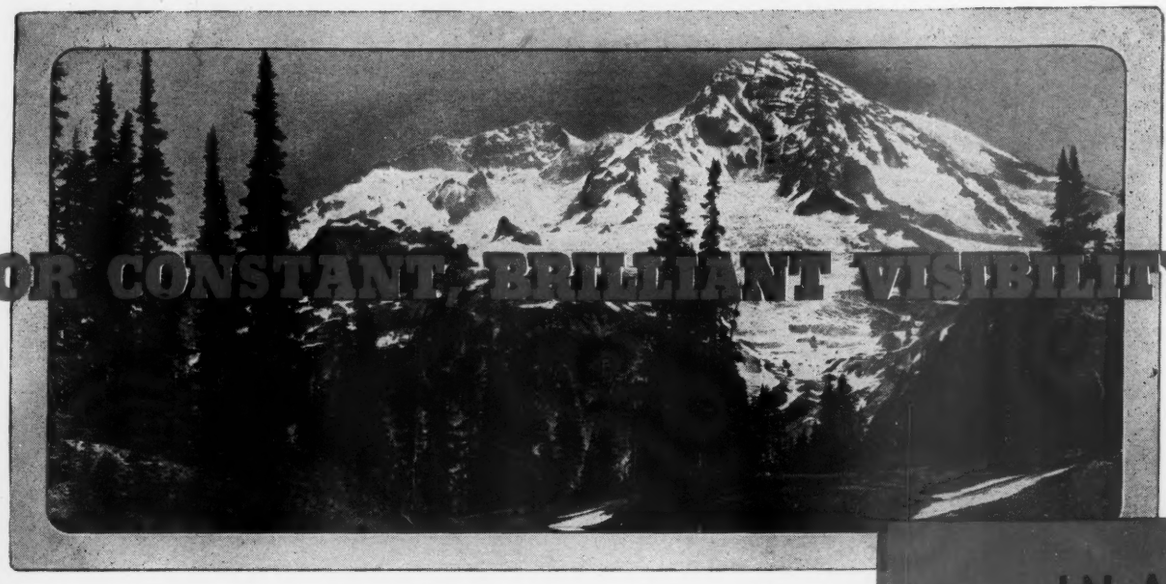
This is the compact control panel of the Western Electric Program Distribution System. For complete information, contact the nearest Graybar Electric Co. office, or write Graybar, 420 Lexington Ave., New York 17, N. Y.

Western Electric

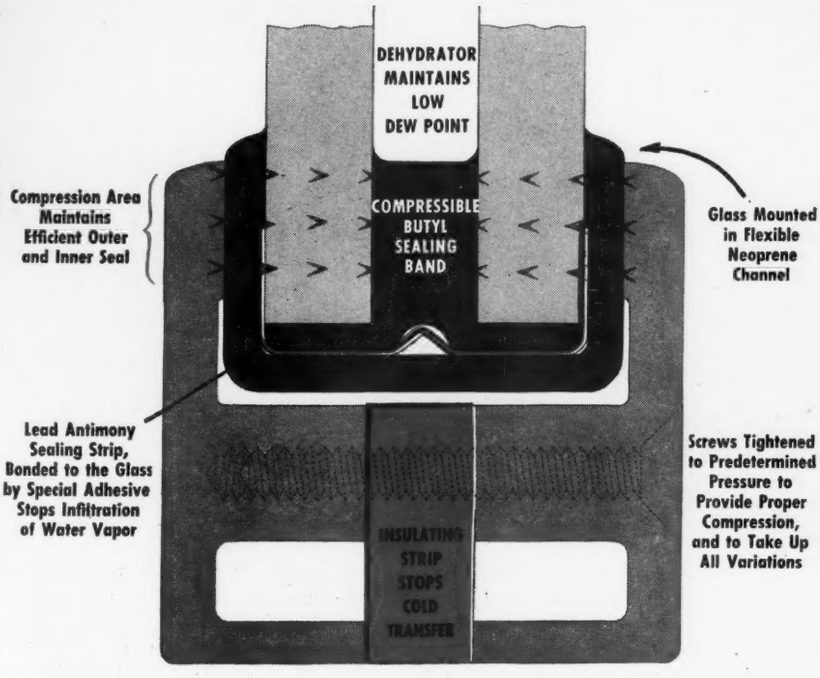
Distributed by GraybaR — Offices in 95 Principal Cities

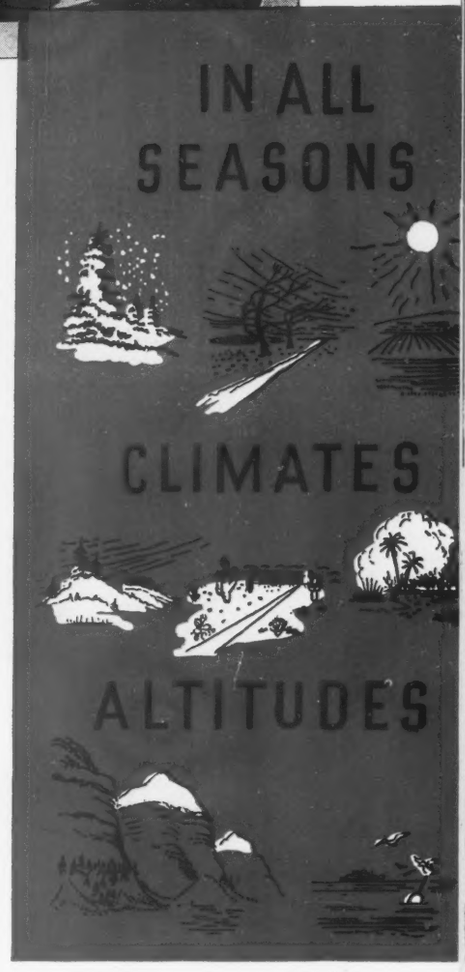
—QUALITY COUNTS—

EDWARDS *Vapor-Tight* DOUBLE SEALED SASH



FOR CONSTANT, BRILLIANT VISIBILITY


DEHYDRATOR MAINTAINS LOW DEW POINT
COMPRESSIBLE BUTYL SEALING BAND
INSULATING STRIP STOPS COLD TRANSFER
Compression Area Maintains Efficient Outer and Inner Seal
Glass Mounted in Flexible Neoprene Channel
Lead Antimony Sealing Strip, Bonded to the Glass by Special Adhesive Stops Infiltration of Water Vapor
Screws Tightened to Predetermined Pressure to Provide Proper Compression, and to Take Up All Variations



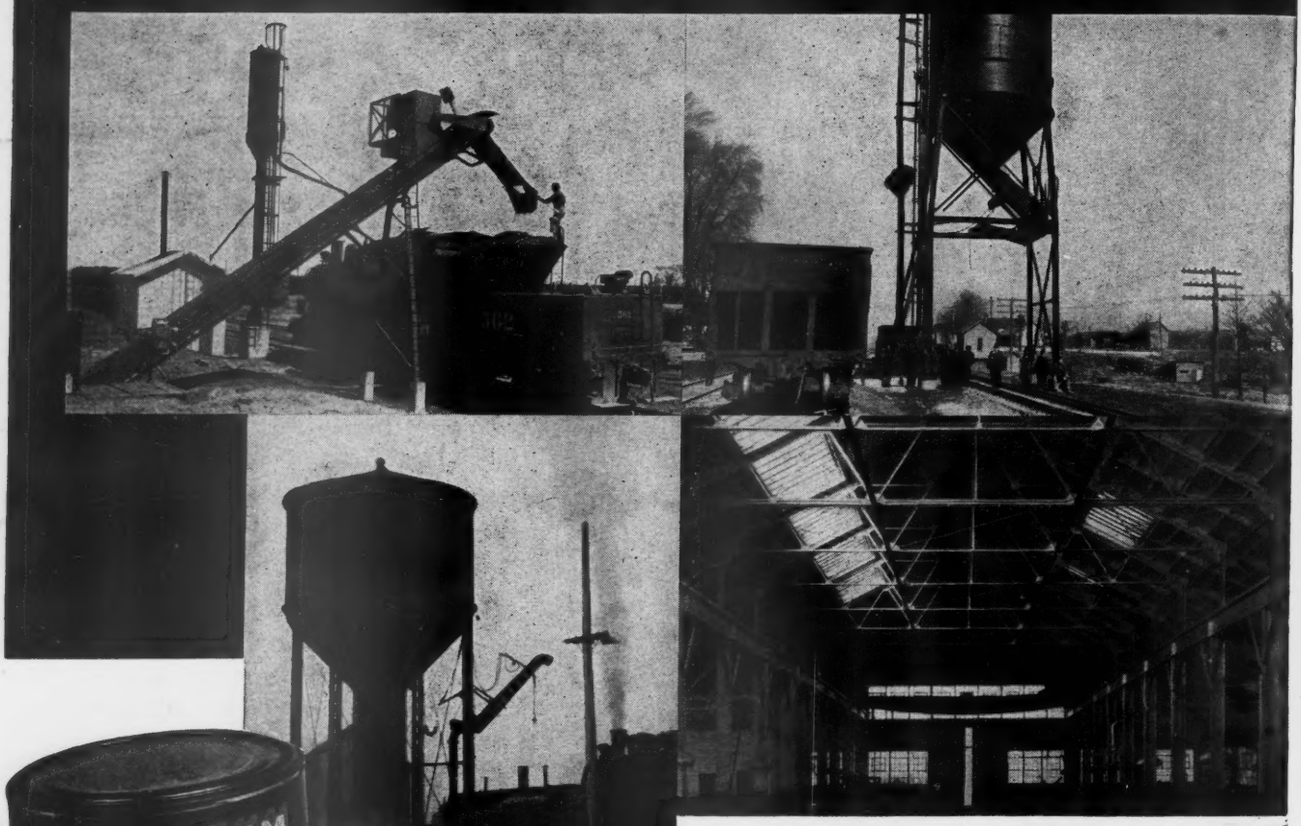
THE O. M. EDWARDS COMPANY, INC.
Syracuse, N. Y.

EDWARDS SASH
THE EYES OF TRANSPORTATION

SASH FOR EVERY TYPE OF TRANSPORTATION — ON LAND, ON THE SEAS, IN THE AIR

RUST STOPS – PROTECTION STARTS

the minute **RUST-OLEUM** *covers metal*



It's Air-Tight, Waterproof, Elastic!

Check These Features:

- Apply directly over any rusted surface. Simply wire brush to remove scale, blisters and dirt.
- Rust-Oleum penetrates the remaining rust and spreads an unbroken protective film over all.
- It's easy to apply by brush, dip or spray—saving time, money and labor.
- Excellent coverage . . . Gallons of economy.

Nothing equals RUST-OLEUM as a positive, money-saving, rust preventive. It provides lasting, low-cost protection by coating metal with a tough, pliable *enduring* film. RUST-OLEUM defies the corrosive elements that normally feed the slow fire of rust,—rain, snow, acid fumes, sulphur-laden smoke, etc. It assures years of full protection and minimum maintenance for all types of structures and equipment.

Applied directly to a rusted surface—after preliminary wire-brushing—RUST-OLEUM penetrates to the clean, uncorroded metal . . . and incorporates existing rust right into the coating itself. It's equally effective as a rust preventive, when applied to fresh, unpainted surfaces.

Years of use on American Railroads have conclusively proved the money-saving, rust-preventive qualities of RUST-OLEUM. Profit by this experience. Get all the facts—NOW! *Write today for Catalog 145 for recommended applications.*

RUST-OLEUM CORPORATION

2415 Oakton Street **Evanston, Illinois**

This 4-6-0 is typical of passenger engines at the turn of the century—weight on drivers 96,000 lbs.

SINCE 1900, weight on drivers has increased from around 120,000 pounds to nearly 400,000 pounds . . . Speeds have almost doubled . . . Runs are twice as long, yet safety records and availability are higher than ever! . . . For dependable performance under existing and future traffic demands it is wise to specify

UNION WEB SPOKE DRIVING WHEEL CENTERS

- ★ Cruciform section spokes for great additional strength.
- ★ Reinforced rim support to eliminate flat spots, out of roundness, etc.
- ★ Correct distribution of metal for better balancing of smaller diameter wheels.
- ★ Wheels easily inspected before and after installation.
- ★ Troubles due to shrinkage eliminated by simplicity of design.
- ★ Can be made to any material specification.

UNION STEEL CASTINGS DIVISION
of Blaw-Knox Company
Pittsburgh, Pa.

IN UNION THERE IS EXTRA STRENGTH

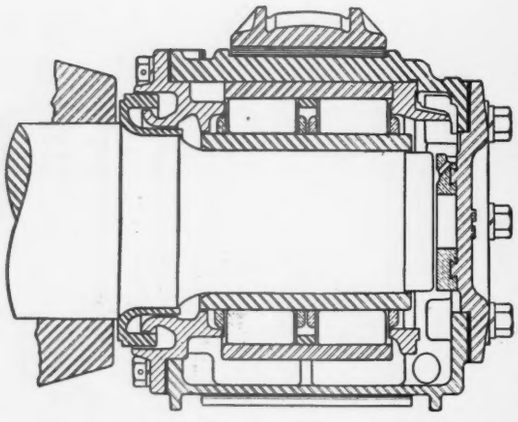
29

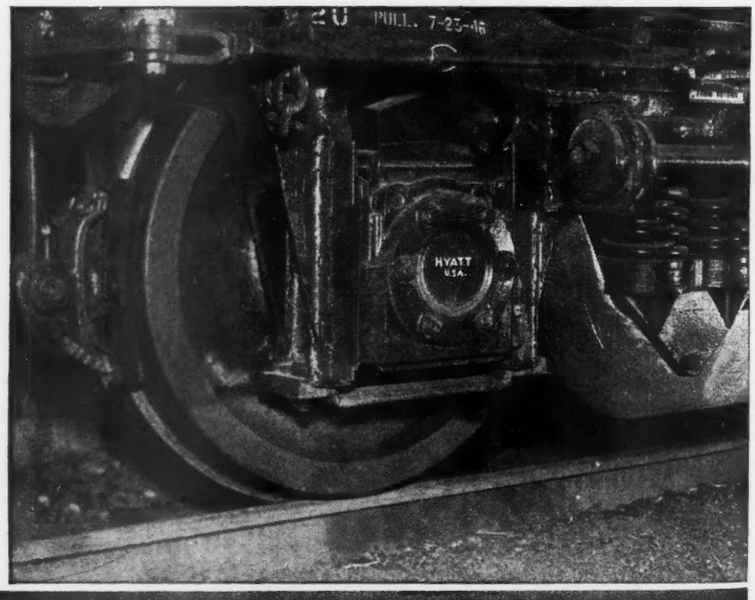
Railroads have specified HYATT Roller Bearing Journal Boxes for their *New Cars*

Hundreds of railroad cars rolling on Hyatt Roller Bearing Journal Boxes have piled up more than a million miles of profitable operation.

This dependable service, coupled with the outstanding performance of Hyatt Journal Boxes on G. M. Diesel Locomotives is causing more and more railroads to specify "Hyatt" for the journal boxes on their new equipment.

Before you purchase new cars or decide on the "change over" of existing equipment, write to us for conclusive evidence of the advantages you will enjoy when you specify "Hyatt Journal Boxes"—Hyatt Bearings Division, General Motors Corporation, Harrison, N. J.





HYATT ROLLER BEARING RAILROAD JOURNAL BOXES

The Week at a Glance

RESPONSIVE TO RED INK: This week's news pages report the action of the Civil Aeronautics Board in Washington authorizing domestic air lines to effect a 10 per cent increase in passenger fares. As Robert M. Edgar of the Boston & Maine pointed out in a recent speech, that authorization came four days after the request was put before the board. It would appear that some government agencies can function pretty speedily when confronted with figures that add up to unprofitable operations, but the railroads, as a result of considerable experience with government regulation, can testify that there are other agencies that go about their business at a more deliberate pace.

●

STEEL FOR EXPORT: The railroads' 1946 rail renewal programs were delayed by a lack of rail, a result of falling production, but the tonnage of rail exported last year, after the war had ended, was at the highest point in 24 years. These significant data, and other facts and figures about the production and application of new rail in this country since 1923, are set forth in an article on page 662.

●

SPEED DESPITE STOPS: The Florida East Coast's main line is almost ideally level, has few curves, and is double-tracked from Jacksonville to Miami. It might be expected to turn in some spectacular records in getting passenger trains over the road, and as a matter of fact it does—between stops—as one of our illustrated feature articles reports. The difficulty is that there are necessarily so many stops that operation has some of the characteristics of local service, despite which relatively fast terminal-to-terminal schedules are maintained. This sort of performance is, in part, the result of the accelerating and decelerating ability of the Diesel-electric locomotives which this railroad uses.

●

AGREED RATES IN CANADA: An article in this issue by G. Lloyd Wilson summarizes the views of industrial and railroad traffic officers and government men in Canada as to the operation of so-called agreed rates on that country's railroads. Despite the considerable diversity of opinion among these qualified observers there was at least a fairly general feeling that the agreed charge provision is a useful "weapon" for the railroads in competition with other forms of transportation. The advantages and disadvantages, from the shipper's point of view, in this development in rate making are set forth objectively, and it is apparent that some industries at least find in it a successful means of improving transportation arrangements.

●

COOPERATION ON TIES: An editorial urges earnest consideration of the proposal of the National Lumber Manufacturers' Association to share with the railroads the cost of a research program from which much is expected to develop in the way of practical means to protect crossties from mechanical damage from tie plates. The plan contemplates a study of metal-to-wood connectors to discover just what method is most effective and most economical, as well as an investigation of chemical treatments to harden the wood in the areas subject to tie-plate destruction.

●

A REAL RESPONSIBILITY: Those officers of the railroads who determine company policy and industry policy are faced with an extraordinary challenge to their qualities of leadership, a challenge that arises out of the unusual circumstances in which the railroads have become enmeshed. Because the railroads have been the victims of short-sighted and timorous (at least) administration of the regulatory power the government has asserted over them, their ability to make a living is in doubt. They cannot continue as private enterprises unless they can make a reasonable profit when they are busy, and if private operation fails nationalization must replace it. Because their earning power, and their credit standing, are lower than other industries', the railroads are the weak point in the armor of all industry's defense against the destructive infiltration of total socialism into the national economy. Our leading editorial points out that the leadership of the railroads has the opportunity—and the patriotic duty—to deal so effectively with the political problem of preservation of free enterprise that private capitalism can successfully resist the terrific and relentless pressure of the totalitarian philosophies.

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WHERE THE POWER RESTS: Because the situation the railroads are in is a result of political conditions, the way out of it is by effective, militant political action. The cure for the railroads' economic plight does not lie in the therapy of technical or operating improvements; there must be a healing of the wounds through which railroad resources are draining away. Railroad leadership will need to apply imagination and energy and courage and persistence to combating the industry's political handicaps if their prompt and effective alleviation is to be obtained. The power to achieve this result rests in public opinion, and railroad leadership, acting through the individual companies and through the associations, can arouse public opinion by a realistic and continuing explanation of the gravity and imminence of the threat to the public's own interest which underlies the threat to the existence in the railroad industry, and ultimately in all industry, of free, private enterprise.

●

USING UP SCRAP: The Burlington's general storekeeper describes (in an illustrated feature article herein) the procedure followed by that road in reclaiming material that comes in to its reclamation plant as scrap. Some articles are worked over so they can be put back in service again, frequently with the substitution of new parts for those worn out, while many others are used in whole or in portions to manufacture other articles in demand.

SHORT-HAUL SPLENDOR: Granted that there are railroad men who would be happier if there were no passenger trains at all, and that there are more railroad men who feel that their commutation business brings in nothing but trouble and deficits, it still is a fact that railroads serving the suburban areas of several large cities have to haul people back and forth between the suburbs and the business centers, and to do that they have to provide passenger cars. An industrial designer, Benjamin L. Webster, contends in an article on page 644 that the railroads could afford in their own interest to improve their commutation service with additional conveniences and greater comfort, and he offers a number of suggestions in the way of alternate interior arrangements, utilizing a standardized exterior with wide doors in the sides dividing the floor space into three equal units.

●

KENDALL ENCOURAGED: In his latest review of the national transportation situation, Chairman Kendall of the Car Service Division lists some grounds for encouragement along with the statistics of car scarcities. The average turn-around time of all cars in February was 14.68 days, as compared to 16.46 days in February, 1946, for example, and the prospect that more steel will be available with which to build new cars and repair the old ones is better than it has been. But the demand for freight cars, particularly box cars, continues unabated, and dissatisfied shippers continue to seek relief through political channels. When the Great Lakes navigation season opens, an extremely heavy movement of iron ore will develop, Mr. Kendall predicts. His report is summarized in the news pages.

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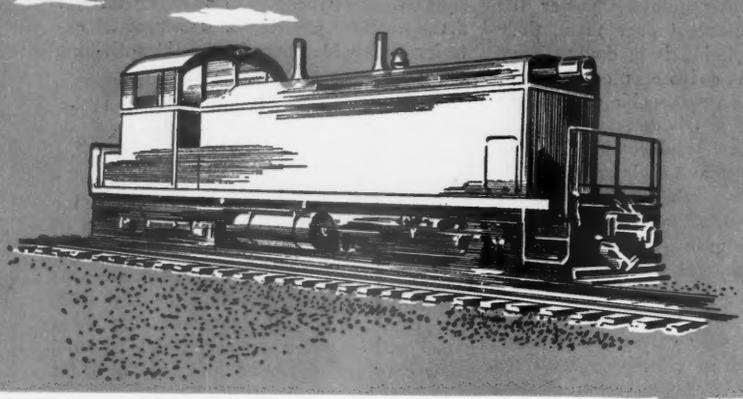
BUSTED: A foreclosure sale early this month of what was left of the Pittsburg, Shawmut & Northern apparently marked the close of a career of starvation for which an equal is not likely to be found. The story of this railroad's struggles is set forth in an article this week, a story to which the last resorts of its management to find the means to meet payrolls come as a climax of misfortunes. Even while the war was going on and most railroads were making new highs in traffic handled and revenues, this 122-mile line was coming up each year with less business and larger deficits.

●

NOTED IN THE NEWS: The O. D. T.'s additional $136,500 appropriation will allow it to run until July 1. . . . Applications of electronic food conditioning on dining cars will be demonstrated at the April 17 meeting of the New York Railroad Club. . . . President MacMillen of the Federation for Railway Progress urges railroad employees, managements, security owners and shippers to line up together to resist the socialization of the industry. . . . April is "Perfect Shipping Month." . . . The General Motors "Train of Tomorrow" goes on tour in June.

IT'S WORKING TIME THAT COUNTS!



One 600 H.P. General Motors Diesel switcher in the yard of Houston Belt and Terminal has turned in an average of 726 hours of work per month since it went into service in March 1940. This outstanding service typifies GM Diesel switcher performance.

Other records of dependable operation can be found wherever General Motors Diesel switchers operate. Together, the 19 switchyard veterans featured here have accumulated a total of 923,124 hours of work, an average per locomotive of 638 hours a month, with an average availability of 93.5%.

One switcher or a large fleet, *hours worked* against *hours assigned* go far to keep railroad costs down, profits up.

HOUSTON BELT AND TERMINAL

One 600 H.P. General Motors Diesel switcher, operating from March 1940 to November 30, 1946, has worked an average of

726 hours per month

This GM Diesel worked a total of 58,828 hours for the period at an *average availability of 96.8%.*

CHICAGO AND NORTH WESTERN

Eight 600 H.P. General Motors Diesel switchers, put in service at various times since September 1942, have an average work record per locomotive of

547 hours per month

The total number of hours worked by these eight locomotives was 214,806 — *average availability 95.8%.*

Chicago, Rock Island and Pacific

Eight 900 H.P. General Motors Diesel switchers, for the period from March 1938 through October 1946, attained an average of

663 hours per month

Work hours of these eight switchers total 533,016 — *average availability 92.8%.*

Minneapolis, St. Paul and Sault Ste. Marie

Two 1000 H.P. General Motors Diesel switchers averaged in six years of service, September 1938 through October 1946

681 hours per month

These "rough weather" veterans worked a total of 116,474 hours. Their *average availability was 94.0%.*

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS LA GRANGE, ILL.

THE EYES OF INDUSTRY ARE ON RAILWAY FREIGHT SERVICE

Railway Age to Report on Current Freight Situation in May 17 Issue

Railway freight service and equipment purchases make headlines today!

The May 17 *Railway Age*, the eighth Freight Progress Annual, will interpret the entire picture—tell what's *being done*—what it *takes to do it*—what *must be done* to meet the present situation and pave the way for future progress.

It'll be one of the outstanding industrial reports of the year. You'll see why when you read the editorial outline below.

Expanded distribution will put across the freight progress message to the nation's most important shippers, a selected list of members of the House and Senate and other government officials, *in addition* to regular *Railway Age* distribution.

To Manufacturers: The May 17 issue affords the perfect tie-in for a wide range of equipment and materials . . . cars, locomotives, their appurtenances, freight handling and packaging equipment, terminal facilities, tools and materials. If your products have a part in the freight progress picture, why not advertise them in this issue?

Highlights of Editorial Program

Implementing Our Transportation Policy

Wanted—Statesmanship from Shippers
Securing needed legislation—a challenge to shippers

Shippers' and Governmental Organizations
How their efforts promote better service

What Individual Railways Offer Shippers
Including list of overnight freight trains

Mechanizing Freight Station and Yard Paper Work

Improved Service Through Modern Communication Facilities

What Shippers Think of Railway Service—What They Want in the Future

Improvements in Railway Freight Service—A 20 Year Record

Pictorial Report of Improvements to Track and Structures

What Railway Supply Manufacturers Are Doing

How Modern Signaling Speeds Freight Service

Railway Freight Operations Reviewed

Handling Small-Lot Shipments
Including rail-highway coordinated service

Freight Rates in an Era of Competition

Increasing the Supply of Freight Cars

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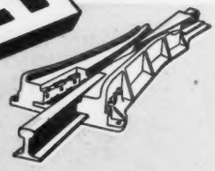
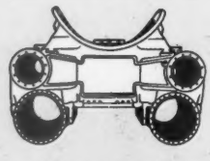


UNIVERSAL ALLOY ELECTRIC STEEL FROGS



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DIESEL LOCOMOTIVE ONE PIECE TRUCK FRAMES

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